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Bobo & Co., W. E., bkrs., mdse., grain, hay, fd., fr.
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HAVANA, CUBA.

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HOUSTON, TEX.

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Gulf Grain Co., grain, hay, millfeed.*
Rothschild Co., S., grain, c/s products, rice b/p.*

HUTCHINSON, KANS.

Board of Trade Members.

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Haussan-Bateman & Co., grain buyers and sellers.
Hayes Grain Co., John, grain merchants.
Hutchinson Grain Co., grain merchants.
Kelly Milling Co., Wm., millers of hard wheat.
Jay Hausam & Company, grain merchants.
McClure Grain Co., J. B., buyers and sellers.*
Pettit Grain Co., L. H., grain merchants.
Reno Flour Mills Co., millers and grain dealers.
Rock Milling & Elevator Co., receivers and shippers.
Russell Grain Co., commission merchants.
Southwest Grain Co., receivers and shippers.
The Security Ele. Co., receivers, shippers milo kafir.
Union Grain Co., grain merchants.

HUNTSVILLE, ALA.

Huntsville & Decatur Bkg. Co., dlrs. gr. & gr. pdts.
Lyle & Lyle, whole. grain, hay, feedstuffs.

INDIANAPOLIS, IND.

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Belt Elevator & Feed Co., receivers and shippers.
Bingham-Hewitt-Scholl Co., grain merchants.*
Boyd Grain Co., Bert A., strictly brokerage & com.*
Cleveland Grain Co., grain commission.
Evans Grain Co., W. R., commission and brokerage.*
Goldberg Grain Co., consignments.*
Hayward-Rich Grain Co., grain commission.*
Hill Grain Co., The Lew, commission & brokerage.
Hoosier Grain Co., consignments only.
Kendrick & Sloan Co., Inc., grain and hay.
Kinney Grain Co., H. E., receiver and shipper.*
McCardle-Black Co., grain merchants.
Menzie Grain & Bkg Co., Carl D., grain commission.*
Merchants Hay & Grain Co., hay, grain, mill feed.*
Minor & Son, B. B., grain consignments solicited.
Montgomery & Tompkins, receivers and shippers.
Shotwell & Co., C. A., grain & hay.
Steinhart Grain Co., commission and brokerage.*
Urmston Grain Co., receivers and shippers.*
Witt, Frank A., grain commission and brokerage.*

JACKSON, MICH.

Bartlett & Co., J. E., feed, grain, salvage.*
Stockbridge Elvtr., track buyers, sellers, gr. & sds.
Wagner-White Co., track buyers-sellers, grain-feed.

JACKSON, MISS.

Aviston Flour Co., feed mfrs. whl. flour, grain.*
Brittain & Co., P. L., mer. bkrs., dlrs. hay, gr., mill pdts.
Green, R. H., whole. grocers, pdce, grain, mill feed.
Nall & Co., A. S., grain brokers.
Royal Feed & Mfg. Co., mixed feed mfrs.*

JACKSONVILLE, FLA.

Baker Co., A. S., brokers, grain, feedingstuffs, mdse.
Florida Gr. & Elvtr. Co., corn and oats.
Howard Grain Co., whole. dealers grain, hay, flour.*
Hulsey-Bessent Co., hay, grain, produce brokers.
Hunt Co., C. C., brokers, grain, feed, hay, flour, mdse.
Savage & Redavats Co., merchandise & grain brokers.
Smith Co., C. E., gen'l brokers, Havana & Miami.*
Wilson & Parker Co., brokers, grain, feed, hay, etc.*

JASPER, ALA.

Acuff, J. D., buyer white milling corn.
Robins, J. H., grain, hay, feed, flour broker.

KANSAS CITY, MO.

Board of Trade Members.

Addison Grain Co., consignments.
Beyer Grain Co., consignments and mill orders.
Bruce Bros. Grain Co., consignments.
Christopher & Co., B. C., kafir, feterita, milo.*
Croysdale Grain Co., grain commission.
Davis Grain Co., A. C., grain commission.
Denton Kuhn Grain Co., consignments.*
Dilts & Morgan, consignments.*
Ernst Davis Grain Co., commissions.*
Federal Grain Co., receivers, shippers.*
Fisher Grain Co., C. V., receivers & shippers of grain.*
Frisco Elevators Co., grain merchants.*
Goffe & Carkner, receivers and shippers of grain.*
Hall-Baker Grain Co., consignments.
Hinds Grain Co., The, receivers, shippers.*
Hipple Grain Co., feterita, kafir, milo.
Larabee Flour Mills Corp., The, mfrs. "Larabee Best."
Masters Brokerage Co., H. S., flour, millfeed, grain.
Mensen-Gleck Grain Co., consignments.*
Moore-Lawless Grain Co., grain receivers.*
Moore-Seaver Grain Co., receivers and shippers.*
Norris Grain Co., grain merchants and exporters.
Orthwein Matchette Co., consignments, buying orders.*
Parker Corn Co., corn, oats, kafir, milo.*
Roehen Grain Co., E. E., consignments.*
Root Grain Co., consignments and futures.*
Shannon Grain Co., consignments.

KANSAS CITY (Continued)

Stevenson Grain Co., buyers and sellers.*
Terminal Elevators, receivers, shippers.*
Twidale-Wright Grain Co., consignment futures.
Thresher Fuller Grain Co., grain commission.*
Western Grain Co., shippers (a specialty).*

KNOXVILLE, TENN.

Davis & Susong Co., hay, grain, feed.*
Levy & Co., R. T., merchandise and grain brokers.
Security Mills & Feed Co., mfrs. of mixed feed.*
Smith & Co., J. Allen, flour, meal, feed.*

LAKE CHARLES, LA.

Beatty Brokerage Co., grain brokers.*

LITTLE ROCK, ARK.

Grain Exchange Members.

Cunningham Commission Co., grain, corn products.*
Caple & Stockton, hay, grain, feed.
Cochran Co., H. K., grain dealers.
Daniel Mill & Elevator Co., Joe, grain, hay, feed.
Darragh Company, hay, grain, mixed feeds.*
Davis, S. P., dealer, consignments.
Farmer Co., E. L., brokers, hay, grain, mill feed.*
Gordy Co., C. L., grain brok., hay, grain, mill feed.
Hayes Grain & Commission Co., dealers in grain, hay.*
Munn Brokerage Co., grain, hay, mill feed.*
Nieneyer Grain Co., George, grain, hay, mill feed.*
Weinmann Milling Co., grain, hay, mixed feeds.
Wilson Co., John R., grain brokers.
Wilson & Co., hay, grain, feed brokers.

LIMA, O.

Riddle & Co., T. P., hay and grain.

LINCOLN, NEBR.

Grain Exchange Members.

Barstow Grain Co., W. T., recvrs. and shprs. all grs.
Central Granaries Co., wheat, corn, oats, rye barley.
Cummings Grain Co., M. T., grain, seed, millfeed.
Ewart Grain Co., wheat, corn, oats, rye, barley.*
Foster Grain Co., receivers and shippers.
Gooch Milling & Elvtr. Co., flour, feed, macaroni pdts.
Lincoln Grain Co., grain merchants.*
Nebraska Corn Mills, meal, pearl hominy, corn, flour.
Paul, John M., grain broker.
Western Feed Dealers Supply Co., hay, gr., millfeeds.
Wright-Leet Grain Co., receivers and shippers.

LOS ANGELES, CALIF.

Grain Exchange Members.

Pacific Grain & C. S. P. Co., grain & c/s meal.

LOUISVILLE, KY.

Board of Trade Members.

Bingham-Hewitt Gr. Co., receivers-shippers of grain.*
Callahan & Sons, receivers and shippers of grain.*
Edinger & Co., grain, hay, flour.
Farmer & Sons, Oscar, hay, grain and feeds.*
Fruechteicht, Henry, grain, feed, hay.
Kentucky Public Elevator Co., stores and shippers.*
Schuff & Co., A. C., specialty white mlg. corn, wh.
Wheoheoff & Co., H., receivers and shippers.*
Zorn & Co., S., receivers and shippers.*

LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.*

MACON, GA.

Dorsett Co., W. C., brokers, grain feed, flour.
McCORD, Chas. R., flour, grain feed, broker.
McRae, D. L., flour, grain, hay, feed, broker.*
Middlebrooks Bros., brokers.*
National Milling Co., mfrs. mixed feed.
Pitner, Beusse & Morgan, brokers.*
Quinby, Edmund B., hay, grain, flour, feed broker.

MEMPHIS, TENN.

Merchants Exchange Members.

Anderson, Embrey E., grain, hay, ear corn specialty.*
Browne, Walter M., broker & com., consignments.*
Buxton, E. E., broker and commission merchant.*
Bluff City Grain Co., all grains, oats a specialty.*
Cereal Byproducts Co., everything for mixed feeds.*
Clark-Burke & Co., grain and hay.*
Cook, L. P., receiver and shipper.
Davis & Andrews Co., grain, mixed feed.*
Denyven & Co., brokers and commission.*
Edgar-Morgan Co., mixed feed manufacturers, grain.
Hasenwinkle, H. J., consignments.
Horton & Co., J. B., grain dealers.
International Sugar Feed No. 2 Co. mfrs. swt. mx. fd.
Jones, Lee D., grain dealers.*
Lovitt & Co., L. B., cotton seed and peanut products.
Marks & Anderson, wholesale grain, hay, mixed feed.
Memphis Milling Co., high grade mixed feed.*
National Brokerage Co., flour, grain, feed brokers.*
Mississippi Elevator Co., grain dealers, feed mfrs.*
Nessly Co., J. L., broker, com., alf. meal, molasses.*
Patteson & Co., G. E., mfrs. mixed feed, grain.*
Pease & Dwyer, grain, mixed feed.*
Riverside Elevator & Warehouse, broker & whse'man.
Royal Feed & Milling Co., mixed feed manufacturers.*
Scruggs-Robinson Co., brok. com. mer., consignments.*
Sessum Coal & Grain Co., grain, mixed feed.
Stout-Hunt Milling Co., flour and corn meal.
Tate & Co., J. E., wholesale grain dealers.
U. S. Feed Co., grain, hay, mill feed.*
Wade & Sons, Inc., John, grain, feed, flour.*

MERCER, MO.

Alley Grain Co., oats, corn, wheat, seeds.*
Alley, A. A., dealers & broker, grain and seeds.

MERIDIAN, MISS.

Board of Trade Members.

Anderton & Co., W. A., whole brokers, gr., hay, fd.
Elkin-Henson Grain Co., gr. mxd. fd., hay, ctn. sd. pts.
George Co., The A. H., grain dlrs., mxd. fd. mfrs.*
Gibson Brokerage Co., J. A., grain & mdse. brokers.
Harris, John H., grain and mdse. brokers.
Hayward & Scott, grain brokers & mfrs. agents.
Lyle Grocery Co., The Tom, who. gro., grain & hay.
Lyon & Co., A. J., whole gro., grain, feed.
Meridian Grain & Elvtr. Co., gr. dlrs., mxd. fd. mfrs.
Meyer Bros., wholesale groc., grain, feed.
Smith Brokerage Co., gr., gr. pdts., hay, ctn., sd. pts.
Sturgis Co., grain dealers, mixed feed mfrs.*
Threefoot Bros. & Co., whole grain, feed, fr., gro.
Snowden Com. Co., grain, hay, rice brokers.
Tutt Grain Co., J. B., grain, fd., ctn. sd. pdts., dlrs.
Queen City Feed Co., grain, hay, flour, corn meal.
Winner-Klein & Co., whole gro., grain, feed.

MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.*

MILWAUKEE, WIS.

Chamber of Commerce Members.

Bacon Co., E. P., grain and seed.*
Franke Grain Co., feeds, grain, hay.
Kamm Company, P. C., barley and rye.*
Quinn Shepherdson Co., receivers & shippers.
Rankin, M. G., & Co., grain and feed.
Rialto Elvtr. Co., grain receivers and shippers.*
Taylor & Bourne Co., grain merchants.*
Thayer & Co., C. H., receivers & shippers.*

MINNEAPOLIS, MINN.

Chamber of Commerce Members.

Banner Grain Co., grain receivers.
Benson, Stabeck Co., grain commission.*
Cargill Commission Co., grain commission.
Carter, Sammis & Co., grain commission.
Cereal Grading Co., grain merchants.*
Chambers-Mackay Co., screenings & mill feed.
Dalrymple Co., William, grain commission.*
Davies & Co., F. M., grain commission.*
Gee Grain Co., G. E., receivers and shippers.
Getchell-Tanton Co., grain commission.
Gould Grain Co., receivers and shippers.*
Hankinson & Co., H. L., grain commission.
Lewis & Co., Chas. E., consignments.
Malmoquist & Co., C. A., receivers & shippers.
Marfield Grain Co., grain commission.*
McCaull Dinsmore Co., consignments solicited.*
Quinn-Shepherdson Co., receivers and shippers.*
Scroggins Grain Co., corn and oats.*
Sterling Grain Co., receivers and shippers all grains.
Van Dusen-Harrington Co., grain merchants.*
Welch Co., E. L., mill oats & screenings.*
Wernli-Anderson Co., grain commission, screenings.
Woodward Newhouse Co., grain merchants.
Zimmerman, Otto A., barley and oats my specialty.

MOBILE, ALA.

Butler & Clark, mdse., grain, ctn. sd. pdts., brokers.
Cleveland Co., Frank, bkrs. & com. merchants.
Hopper & Co., H. M., grain, mfrs., hay brokers.*
King & Co., John R., bkrs., grn., mfrs., hay, beans.
Meador & Co., W. M., mdse. & grain brokers.
Minnis & Co., A. R., bkrs., grain, feed, ctn. sd. pdts.
Stanford & McKinney, brokers, grain, grain pods.
Suttle, J. L., grain, gr. pdts., feed, mdse. broker.*
Turner-Young Grain Co., dlrs., gr., gr. pdts., mfrs. fd.
Vass & Co., H. P., mdse. & grain brokers.
Wilson Brokerage Co., expt. freight bkrs., fwdg. agts.
Ziliak & Schafer Mfg. Co., grain & gr. pdts., feed.
Zimmern's Co., J., mxd. fd. mfrs., dlrs. grain & hay.

MONTGOMERY, ALA.

Alabama Black Belt Co., gr. bkrs., dlrs. in Ala. pdts.
American Mlg. & Feed Co., mfrs. crn. ml., gr. dl., fd.
Broadner Bros., grain, feed, flour, mdse. bkrs.
Cody-Craig Co., grain, feed, flour, mdse., brokers.
Hobbie Grocery Co., H. M., opertrs. "Hobbie Elvtr."
Holland & Co., O. C., mdse. & grain brokers.
Lutz & Co., E. G., bkrs., grain, feed, flour, mdse.
Mitchell & Co., Chas. E., dlrs., hay, grain, cow peas.
Richardson Co., O. A., grain, feed, flour brokers.
Shank & Copeland, bkrs., grain, fd., fr., hay, mill pdts.
Smith Brokerage Co., grain, feed, flour, hay.
Winter, Loeb Grocery Co., grain, feed, flour, mdse.

MOULTRIE, GA.

Delay, A. J., flour and grist mill.
Moultrie Mill & Elvtr. Co., grain and feedingstuffs.

NASHVILLE, TENN.

Grain Exchange Members.

Allen Grain Co., receivers and shippers.*
Bennett & Co., John C., brokers.*
Crozier & Co., W. H., receivers and shippers.*
Daugherty-Vincent Grain Co., receivers and shippers.*

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

NASHVILLE, TENN. (Continued)

Gillette Grain Co., The, operators steel elevator.*
Hale & Sons, J. R., receivers and shippers.*
Hermitage Elevtr. & Warehouse Co., public storage.*
Jones & Co., Chas. D., receivers and shippers.*
Kerr, S. S., receiver and shipper.*
Liberty Mills, flour and feed.*
Mero Mills, Flavo Flour, feeds.*
Nashville Grain & Feed Co., receivers and shippers.
Nashville Roller Mills, self rising flour mfrs.*
Nashville Warehouse & Elevtr. Co., public storage.*
Neil Shofner Grain Co., receivers and shippers.*
Rex Mill & Feed Co., grain and feeds.*
Tate, W. R., receiver and shipper.*
Tennessee Grain Co., receivers and shippers.*
Tyner & Co., John A., corn, wheat, oats, seeds.*
Wilkes & Co., J. H., grain, flour, feeds.*
Worke & Co., R. H., grain, feed, hay.

NEWARK, N. J.

Smith & Wallace Co., J. C., receivers, shippers.

NEW CASTLE, PA.

Hamilton Co., grain, feed, flour, hay, potatoes.*

NEW ORLEANS, LA.

Board of Trade Members.

Anderson & Jackson, Inc., exporters of grain.*
Barr, R. J., grain exporter.*
Gibbons, J. T., gr. dealers, mixed fd. mfrs., expts.
Kalman Co., Paul R., recvrs., shprs., expts. of grain.
Langenberg Hay & Grain Co., recvrs., shprs. & expts.*
Lunham & Moore, forwarding & freight brokerage.
Matthews & Bro., Chas. R., grain & grain pdts., brks.*
Matthews & Sons, Geo. B., recvrs. & shprs., feed mfrs.
Milam-Morgan Co., Ltd., recvrs., shprs., mx. fd. mfrs.
Nathan & Feltis, fwdg. agt. & expt. fght. broker.*
Neumond, K. & E., dlrs. & expts in feed articles.
Richeson Co., Inc., W. L., expt. shpg., fgt. bkg. & fg.*
Rodd & Co., Chas. M., gr. brokers & fwdg. agents.*
Rogers, James M., grain brokerage & forwarding.*
Royal Feed & Mfg. Co., mfrs. of mixed feed.
Thomas Co., James, exporters & forwarders.
Waterman & Co., J. S., gr. flour & fd. bkrs., fr. jhrs.*

NEW YORK CITY.

Produce Exchange Members.

Bolle-Watson Co., Inc., receivers and exporters.
Brinard Commission Co., consignments.*
Jones & Co., M. B., buyers—quote us.*
Knight & Company, commission merchants.*
Morey, L. A., grain.*
Schwartz & Co., B. F., commission merchants.*
Therrien, A. F., broker.*

NORFOLK, VA.

Moon-Taylor Co., grain and hay brokers.*

OKLAHOMA CITY, OKLA.

Grain Exchange Members.

Cherokee Grain Co., grain merchants.*
Coxart Grain Co., C. B., grain merchants.
Conyers Grain Co., grain merchants.*
Dustin Grain Co., grain, feed, seeds.*
Langenberg Bros. Grain Co., grain merchants.
Maney Export Co., grain merchants.
Marshall-Jacobson Grain Co., grain, feed, seeds.*
Mid-West Grain Co., grain merchants.
Oklahoma Export Co., grain commission.*
Okla. City M. & E. Co., grain merchants, millers.*
Rutledge Grain Co., commission merchants.
Perkins Grain Co., W. L., commission merchants.*
Polson & Co., C. A., commission merchants.
Stinnett Grain Co., grain merchants.*
Stowers Grain Co., W. B., commission merchants.

OMAHA, NEBR.

Grain Exchange Members.

Adams-Reitz Grain Co., consignments.
Butler Welsh Grain Co., grain merchants.*
Carlisle Grain Co., S. S., consignments.*
Cope & Kearney, grain commission.
Crowell Elevator Co., receivers, shippers.*
Holmquist Elevator Co., receivers and shippers.*
Kern Co., brokers and commission merchants.*
Maney Grain Co., The, consignments.*
Merriam Commission Co., consignments.*
Miller Wilson Grain Co., receivers and shippers.
Oswald Delaney Grain Co., consignments.
Roberts Grain Co., Geo. A., grain merchants.
Rothschild Grain Co., corn and oats.*
Stockham Grain Co., E., commission merchants.*
Taylor Grain Co., brokers.
Trans-Mississippi Grain Co., receivers and shippers.*
United Grain Co., grain commission.
Uplide Grain Co., consignments.*

PALATKA, FLA.

Birdsey Commission Co., mdse. and grain brokers.

PARIS, ILL.

McCardle-Black Co., grain commission merchants.

PEORIA, ILL.

Board of Trade Members.

Bartlett Co., S. C., grain commission.*
Bowman & Co., Geo. L., grain commission.
Buckley & Co., grain and seeds.*
Cole Grain Co., Geo. W., receivers and shippers.*
Conover Grain Co., E. B., grain commission.*

PEORIA, ILL. (Continued)

Dewey & Sons, W. W., grain commission.*
Feltman Grain Co., C. H., grain commission.*
Harwood-Young Co., grain commission.*
Luke Grain Co., grain commission.*
McFadden & Son, G. C., consignments.
McCreedy & Son, J. A., wheat, corn, oats.*
Viles, P. B. & C. C., grain commission.*
Mueller Grain Co., receivers and shippers.*
Slick, L. B., consignments solicited.
Turner Hudnut Co., receivers and shippers.
Tyng Grain Co., commission merchants.*
Worth-Gyles Grain Co., grain commission.

PENSACOLA, FLA.

Bonacker Bros., bkrs., gr., hay, feed, fr., ctn. sd. pts.
Consolidated Grocery Co., whsle gro., grain, produce.
Gonzalez Co., The M. F., gr., hay, feed, mfrs. crn ml.
Jones & Co., B., grain, hay, fr., mill feed brokers.
Meador & Co., W. M., mdse. & grain brokers.
Wagenheim Co., The I. E., bkrs. mdse., gr., shorts, bn.
Wolff, I. mdse., grain, feed broker.

PHILADELPHIA, PA.

Commercial Exchange Members.

Delp Grain Co., E. E., grain and millfeeds.*
Dunwoody Co., E. L., flour, grain, feed.*
Lemont & Son, E. K., hay, grain, millfeed.
Miller & Sons, L. F., grain, seeds, hay.*
Richardson Bros., grain, flour, millfeeds.*
Richardson, Geo. M., grain and feeds.*
Rogers & Co., E. L., hay, straw, grain, feed.*
Taylor & Bournique Co., grain merchants.*
Young & Co., S. H., wheat, corn, oats.

PITTSBURGH, PA.

Members Grain and Hay Exchange.

Elwood & Co., R. D., hay and grain.*
Geldel & Leubin, grain and hay.*
Hardman & Heck, grain, hay, millfeed.*
Heck & Co., W. F., grain, hay, millfeed.*
Herb Bros. & Martin, grain and hay.*
McCague, R. S., grain, hay.*
Taylor & Bournique Co., grain merchants.*
Walton Co., Samuel, grain and hay.*
Young & Fisher, brokerage and commission.*

PONTIAC, ILL.

Baibach, Paul A., grain buyer, all markets.

PORTLAND, ORE.

Kerr, Gifford & Co., Inc., grain exporters.*
Northern Grain & Warehouse Co., grain exporters.*
Pacific Coast Elevator Co., grain.*
Pacific Grain Co., grain exporters.*
Tri-State Terminal Co., general grain and bags.*

PUEBLO, COLO.

McClelland Mct'l I. & R. Co., grain, hay and feed.*

RICHMOND, VA.

Grain Exchange Members.

Beveridge & Co., S. T., grain, hay, feeds, seeds.

ROME, GA.

Chidsey, Jas. B., grain, hay and feed broker.*
White Brokerage Co., grain, hay, flour.

ROANOKE, VA.

Albergotti Bros., hay, grain, feed, flour.*

SAGINAW, MICH.

Smith-Connor Hay & Grain Co., hay and grain.

SAVANNAH, GA.

Moore & Co., grain, hay, cottonseed pdts.

SEATTLE, WASH.

Fairbanks & Co., F. M., grain and feed.
Lilly Co., The Chas. H., seed merchants.*
Webster & Co., E. A., grain commission, oriental seeds.

SELMA, ALA.

Baker, A. E., mdse., grain, feed, flour broker.
Campbell & Co., M. D., brokers gr., fr., mdx. fd., hay.
Crandell, H. F., merchandise & grain broker.
Hooper Son & Coleman, mdse., grain, flour brokers.
Ross, Rivers F., merchandise & grain broker.

ST. JOSEPH, MO.

Grain Exchange Members.

A. J. Elevator Co., buyers and shippers.*
Gordon Commission Co., T. P., gr. dealer and broker.*
Great Western Grain Co., buyers and sellers.*
Aunt Jemima Mills Co., A. J., hominy feed.
Marshall Hall Grain Co., consignments solicited.*
McKee Grain Co., commission.
Sloan Simmons Grain Co., consignments.*
St. Joseph Hay & Grain Co., grain merchants.*

ST. LOUIS, MO.

Annan Burg G. & M. Co., flour, grain, millfeed.*
Ballard-Messmore Grain Co., recvrs., grain, hay, seeds.
Bushfield Grain Co., receivers and shippers.*
Dreyer Commission Co., feeding stuffs, grain, seeds.*
Elmore Schultz Gr. Co., receivers and shippers grain.*
Goffe & Carkner Co., grain commission.*
Ichartz & Martin Grain Co., grain commission.*
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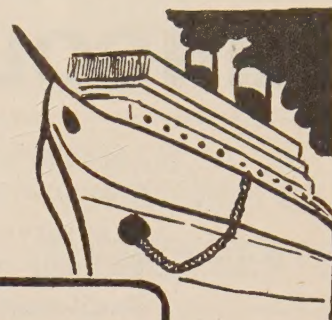
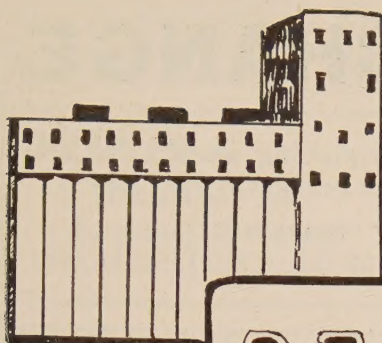
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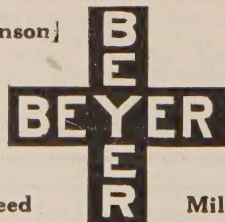
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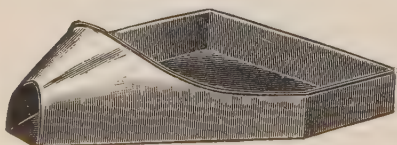
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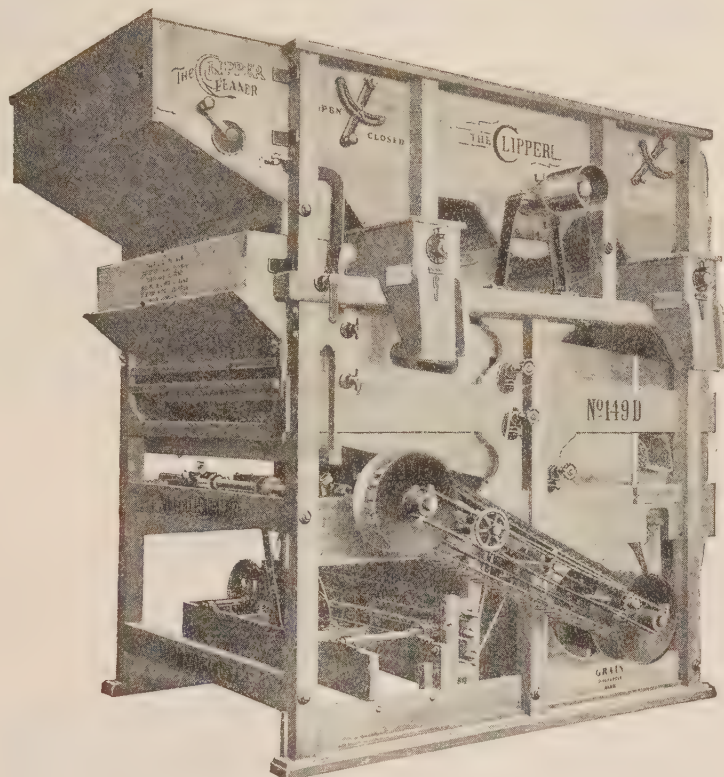
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THE GRAIN DEALERS JOURNAL CARRIES THE ADVERTISEMENTS
OF ONLY THE BEST

CLIPPER

Double Suction Grain Cleaners

No. 149-D and No. 8-D



Do you realize the practical changes that have been made in the mechanism of the Clipper Cleaner in the last few years?

Variable Air Regulator
Ball Bearing Suction Fans
Ball Bearing Loose Pulley
Improved Screen Holders
New Type Cross-Head for
Traveling Brush Drive
Brush Carrier Adjustment

In all these ideas the Clipper leads the Grain Cleaner industry, and it is just such things that make the Clipper the most popular Cleaner on the market today.

No other machines have as many wonderful time and labor saving devices. Skilled labor is constantly becoming higher

in price and more difficult to secure. Every move or every minute saved will enable you to take care of your business more easily and more profitably.

The Double Screen system by which the wheat and oats screens are always in the shoe, save the trouble of changing screens. The grain is shifted by a gate onto the screen you desire to use.

Our Traveling Brush system prevents the screens from filling and the screens work to limit capacity and highest efficiency all the time.

Ball Bearings on Exhaust fans reduce friction, save power and eliminate hot bearings.

The Variable Air Regulator enables you to secure the desired blast without any annoying changes of pulleys or shifting of belts.

The improvements, labor and time saving devices on our machines make it well worth your time to investigate our claims if you are interested in grain cleaning equipment.

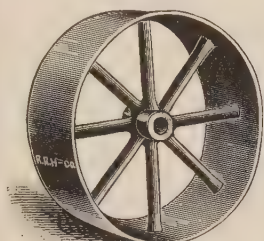
May we send you catalog of our complete line?

A. T. FERRELL & CO.

Saginaw, W. S., Michigan

WHEN THAT BREAK-DOWN COMES— LET US TAKE CARE OF YOU

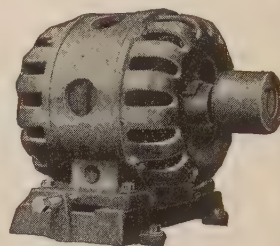
Our large and complete stock of Elevator and Mill Machinery and Supplies always on hand enables you to get just what you want, and get it quickly. Included in our line are:



Pulleys
Belting
Elevator Buckets
Grain Spouts
Boots and Heads
Man Lifts
Gas and Oil Engines
Electric Motors

Spiral Conveyors
Shafting
Car Movers
Power Grain Shovels
Wagon and Truck Dumps
Corn Shellers
Scales
Sprocket Wheels

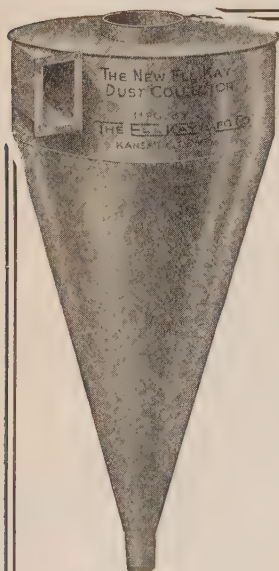
Chain Belt
Rope Sheaves
Transmission Rope
Friction Clutches
Lifting Jacks
Brooms
Car Liners
Coal Handling Supplies



HOWELL ROLLER FEED MILLS

Our prices are right. Our careful, reliable service assures you satisfaction. Write for our big 1920 Catalog and manufacturer's discount sheet.

R. R. HOWELL & CO.
MINNEAPOLIS MINN.



"Standard" DUST COLLECTORS

The product of years of experience in designing and installing exhaust and blow pipe work.

Requires minimum of space.

Placed on floor or ceiling.

Light in weight; water and dust proof.

Built of rust resisting galvanized iron.

Full advantage is taken of the centrifugal action of the air.

More dependable and efficient than the old type of cloth tube

collectors with the added advantages of permanency.

Made in sizes 24 to 56 inches in diameter.

Write for quotations on your requirements.

Standard Steel Works

Successors to The Ell-Kay Mfg. Co.

1726 Tracy

Kansas City, Mo.

Manufacturers of Steel and Galvanized Mill and Elevator Equipment

THE DIXIE MILLER

ATLANTA, GA.

A Monthly Journal
Devoted to Milling,
Flour, Grain

Established 1893

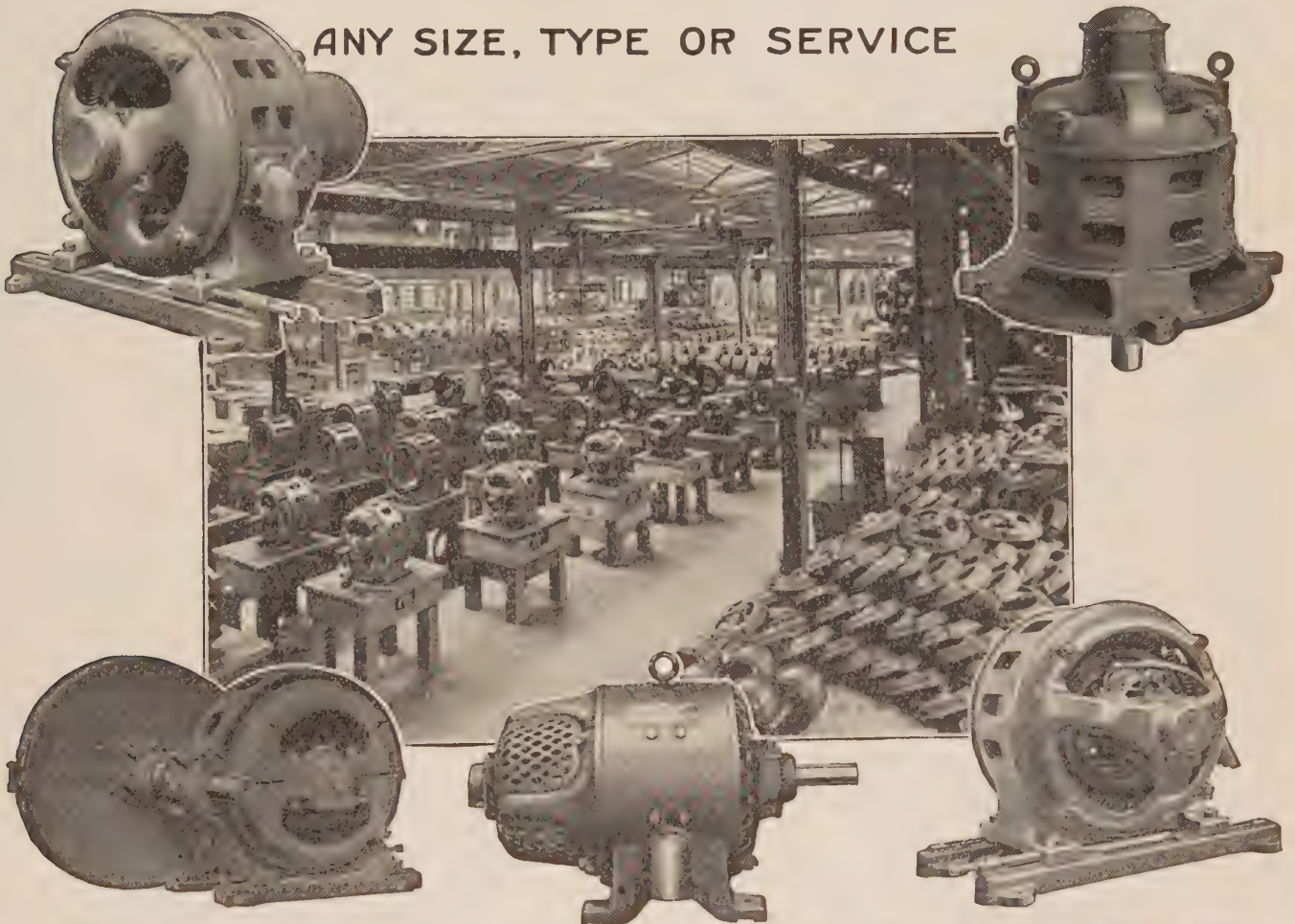
Subscription Price \$1.00 a Year

Sample copy furnished to interested parties upon request

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DIRECT AND ALTERNATING CURRENT

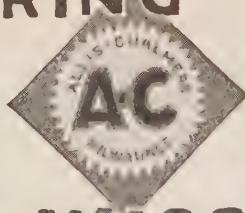
ANY SIZE, TYPE OR SERVICE



ALLIS-CHALMERS

MANUFACTURING COMPANY

ELECTRICAL MACHINERY
STEAM TURBINES — STEAM ENGINES
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GAS ENGINES — OIL ENGINES
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PUMPING ENGINES
CENTRIFUGAL PUMPS.
CONDENSERS
AIR COMPRESSORS — AIR BRAKES
STEAM AND ELECTRIC HOISTS
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POWER TRANSMISSION MACHINERY

MILWAUKEE, WISCONSIN. U.S.A.

THE BIRD SHIPPING SCALE

RECORDS SURE PROOF HAND WEIGHTS



BIRD Scale Weights are contest proof, because they are hand weighed and automatically recorded. You can go on the witness stand and swear to the BIRD Scale Record because you balanced the weighing beam yourself.

That's what counts with the man who must pay your claims.

Automatic scales may weigh correctly, but you have nothing to show for it except the number of dumps made. If your claims are contested, you can't swear to how many pounds went into the car because you were not there and weighed it yourself.

The BIRD Scale automatically records not only every discharge, but the exact number of pounds to each discharge.

NO ADJUSTING---NO TESTING---NO CHANGING OF WEIGHTS REQUIRED

The BIRD is simplicity itself. The scale proper consists of one lever only. It is absolutely fool-proof and mistake-proof—can't be operated wrong. Sold under guarantee to give correct weights or can be returned. Capacity, 3,000 bushels per hour.

The BIRD Scale is independent of foundation or settlement of elevator. It hangs suspended from the structure and is self-aligning. No binding—no fine mechanism to get out of order. The BIRD is always accurate and reliable.

Let us prove our claims

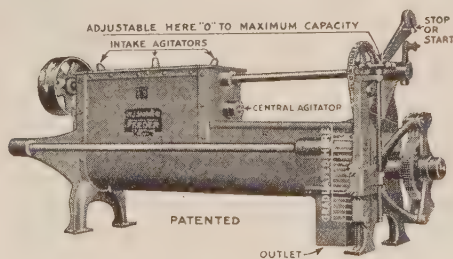
Write for catalog and full particulars

THE STRONG-SCOTT MFG. CO., Minneapolis, Minn.

FEED MEN:

Efficiency of Operation determines your profits.

GAUNTT gives greater efficiency, therefore, greater profits.



**If You Have Feeder Troubles
Install the GAUNTT and
Forget Them**

W. J. SAVAGE CO., Inc., Knoxville, Tenn.

NOTE—We build complete feed plants and furnish plans.

WHAT DO YOU NEED?

to modernize your plant so it will minimize your labor and increase your profits? Is it here?

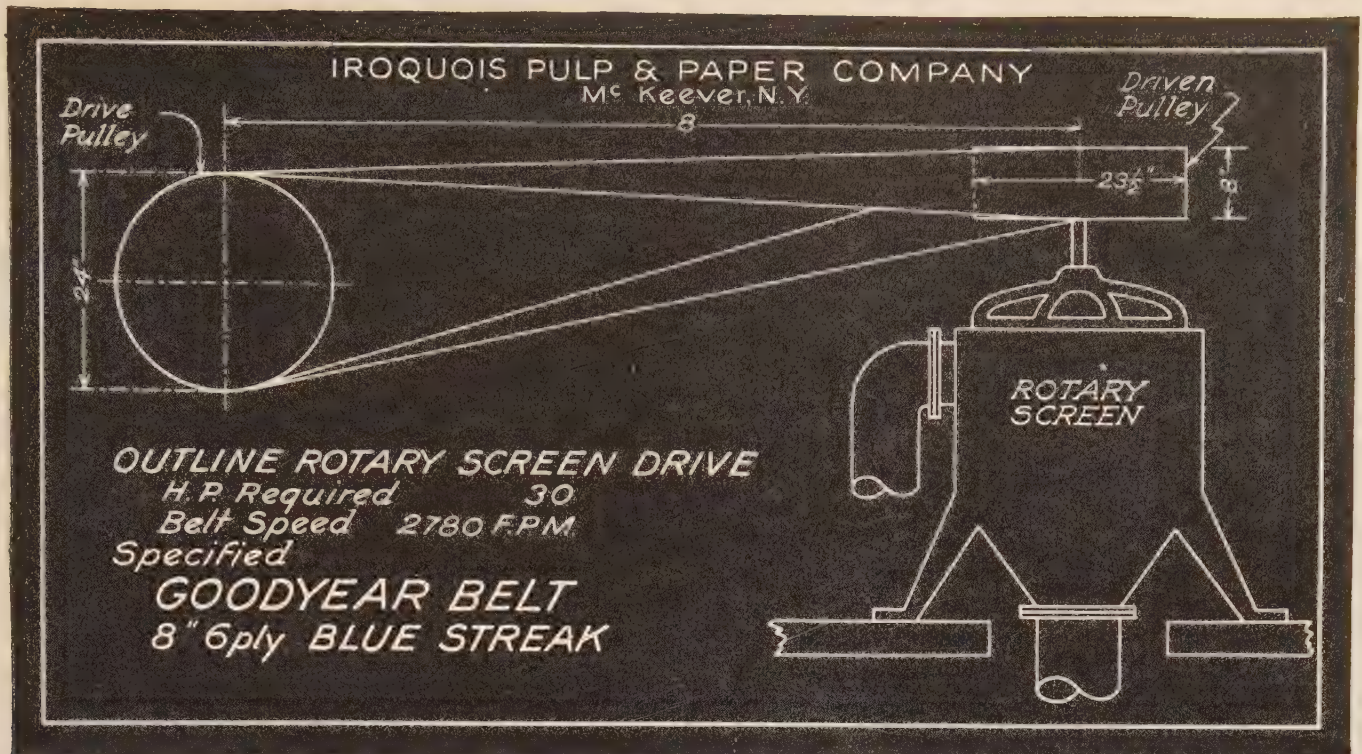
Account Books	Gravity Cleaner
Attrition Mill	Herringbone Reduction Gears
Bag Closing Machine	Lighting Rods
Bags and Burlap	Manlift
Bearings { Ball	Moisture Testers
Roller	Oat Bleachers and Purifiers
Belting	Oat Clipper
Boots	Painting or Repairing
Buckets	Portable Elevator
Car Liners	Power { Gas Engine
Car Loader	Kerosene Engine
Car Mover	Motors
Car Puller	Power Shovel
Car Seals	Renewable Fuse
Cleaner	Rolls for Cracking Corn
Clover Huller	Sample Envelopes
Coal Conveyor	Scales
Conveying Machinery	Scarifying Machine
Distributor	Self Contained Flour Mill
Dockage Tester	Separator
Dump { Auto Truck	Sheller
Wagon	Sieves
Dump Controller	Siding-Roofing { Asbestos
Dust Collector	Steel
Elevator Leg	Silent Chain Drive
Elevator Paint	Spouting
Feed Mill	Storage Tanks
Fire Barrels	Testing Apparatus
Grain Driers	Transmission Machinery
Grain Tables	Transmission Rope

or anything used in a grain elevator.

Draw a line through the supplies wanted, and write us regarding your contemplated improvements or changes. We will place you in communication with reputable firms specializing in what you need, to the end that you will receive information regarding the latest and best.

INFORMATION BURO

Grain Dealers Journal, 305 So. La Salle St., Chicago



Copyright 1920, by The Goodyear Tire & Rubber Co.

20% More Production—and the G. T. M.

A quarter turn on short centers, a heavy crown pulley, and the presence of considerable moisture where the belt had to work, kept the Iroquois Pulp & Paper Company, of McKeever, New York, buying a new belt every 30 days for their rotary screen drive. That was before the G. T. M.—Goodyear Technical Man—analyzed the drive to determine what belt would do the best work and last the longest time on it.

The G. T. M. based his recommendations not on the fact that he was a Goodyear man and had belts to sell, but on his practical knowledge of belting, plus a careful study of every feature of each drive. He figured in all the factors that affected belt performance and life—30 horsepower to be transmitted, a drive from a 24-inch pulley on a line shaft to a 23½-inch pulley on the rotary screen, a quarter turn on short centers—only 8 feet—a speed of 2,780 feet per minute, and a heavy damp prevailing all the time.

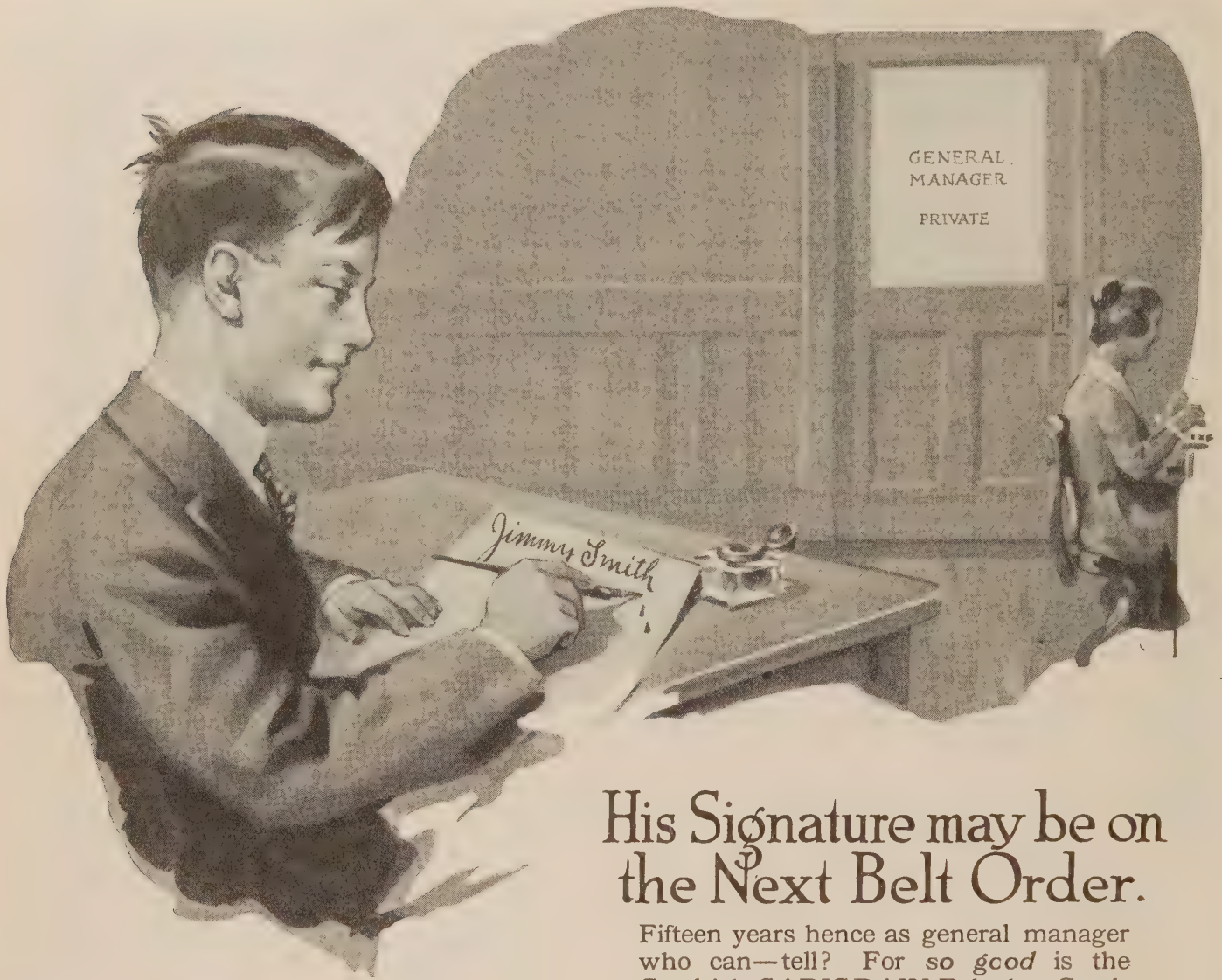
An 8-inch, 6-ply Goodyear Blue Streak met the requirements. Its friction surface held the pulleys in a firm grip that prevented slippage and transmitted full power. Subjected to the heavy moisture, it did not stretch. To the severe strain imposed by the duty on the quarter turn it responded with inbuilt strength and flexibility.

Four months of Goodyear Blue Streak service—you will recall that previous belts wore out at the rate of one a month—not only cut belting cost by 50% but also established an operating record of 20% increase in production. The men and machines were going on with their work instead of waiting while the rotary screen had its belt taken up again.

A plant analysis which included a detailed study of every drive in the Iroquois plant was made at Supt. Archie Brown's suggestion, when the G.T.M. dropped in to see how the Goodyear Blue Streak was working. In line with the same scientific method of conserving and utilizing the full energy of the plant, the Company has installed Goodyear Hose and Goodyear Packing, confident of the same economical, long-lived service from them as from their Goodyear Belt.

If you have a belt problem, involving either a single drive or an entire plant, there is something of value for you in the Goodyear analysis idea. The G. T. M.'s time and experience are at your service. You may rely on the ability of any Goodyear product he specifies to do more and better work, over a longer period of time, at lowest final cost.

BELTING • PACKING  HOSE • VALVES
GOODYEAR



His Signature may be on the Next Belt Order.

Fifteen years hence as general manager who can—tell? For so good is the Goodrich CARIGRAIN Belt that Goodrich confidently predicts that—with reasonable care—it will deliver fifteen years of faithful, economic service. The finest in craftsmanship is CARIGRAIN Belt!

How painstakingly the especially woven fabric has been selected, how watchful have been its makers in the removal of all excess stretch, with what care and rare judgment the gums for friction and cover have been chosen—material here for an industrial romance.

Fulfilled! The need of a belt that will write worries off your mind for a generation. *Economy precisely defined!*

A world of "Reason Why" awaits you in the Goodrich Grain Belt Catalogue. Send for it. And don't overlook LEGRAIN—CARIGRAIN'S Quality kin for "leg" service.

Goodrich "Carigrain" Belt

FOUNDED 1869



THE B. F. GOODRICH RUBBER COMPANY
Akron, Ohio

Best in the Long Run



**SPRING
PASTURE
IS ALL
RIGHT**

BUT-

The United States Government Bulletin No. 743 says:

"The bulky nature of pasture grass places a positive limit upon the capacity of the cow to take feed. In other words, the cow's stomach cannot hold grass enough to supply the required nutrients for maximum milk production, therefore a part of her ration should be of a more concentrated nature."

That's why your customers should continue to feed

SCHUMACHER FEED AND BIG "Q" DAIRY RATION

right through the pasture season, because these two feeds best supply the concentrated nutrients for bodily maintenance of health conditions—both of which are necessary for maximum milk production.

Most farmers and dairymen realize the importance of feeding a concentrated grain ration even when their cows are supplied with abundant pasture, so don't let up on your Schumacher and Big "Q" sales. Push them just as hard now as at any season of the year. Tell your customers how these two feeds supply the needed qualities that pasture alone lacks.

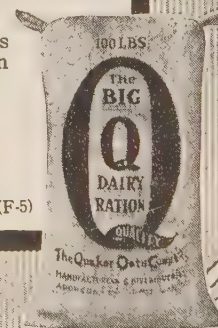
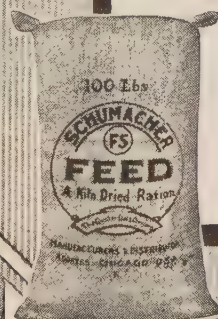
Call their attention to the fact, too, that Schumacher Feed is an ideal feed for all farm stock. It is a wonderful growing feed for young hogs—splendid for horses—and all growing animals.

If you are not handling these two fast selling feeds now, write for our dealer's proposition. Let us show you how you can get the bulk of the feed business in your locality.

The Quaker Oats Company

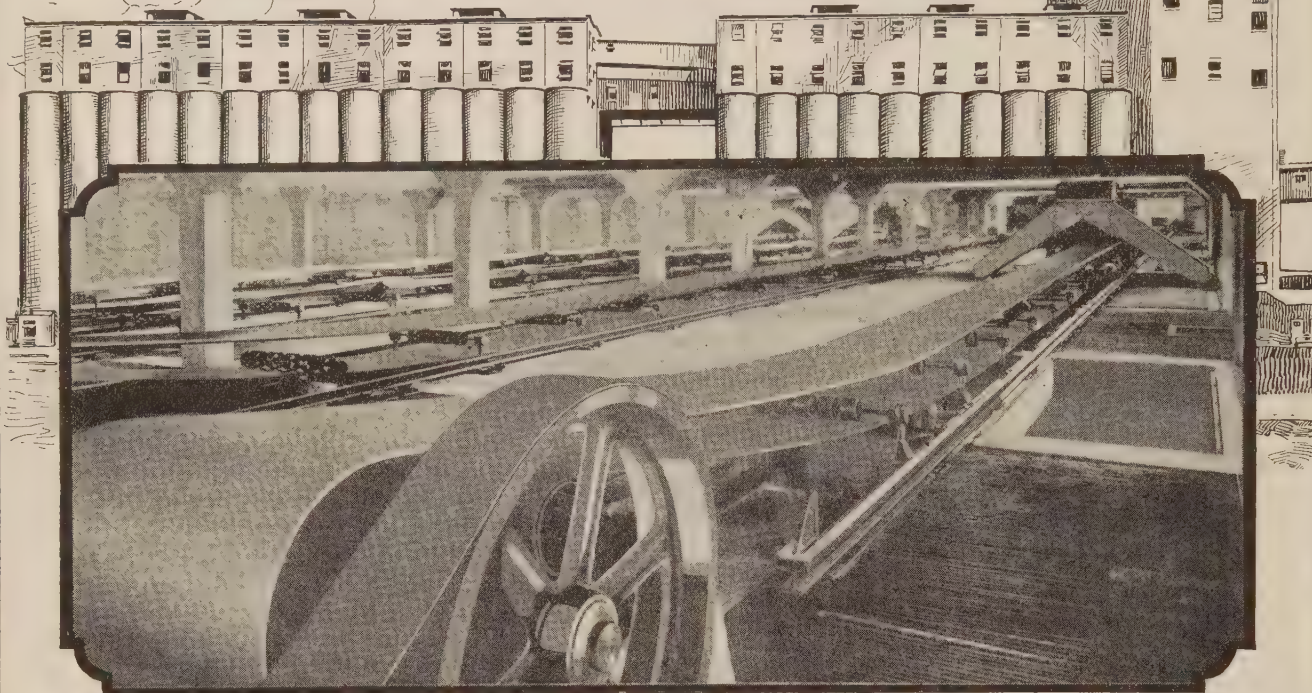
Address Chicago, U. S. A.

(F-5)



GRAINSTER

ELEVATOR and CONVEYOR BELTS



40 Years Experience

in building belts for grain service has resulted in Grainster Conveyor Belts and Grainster Elevator Belts. Five mechanical rubber factories have contributed their knowledge of grain elevator conditions to produce Grainster.

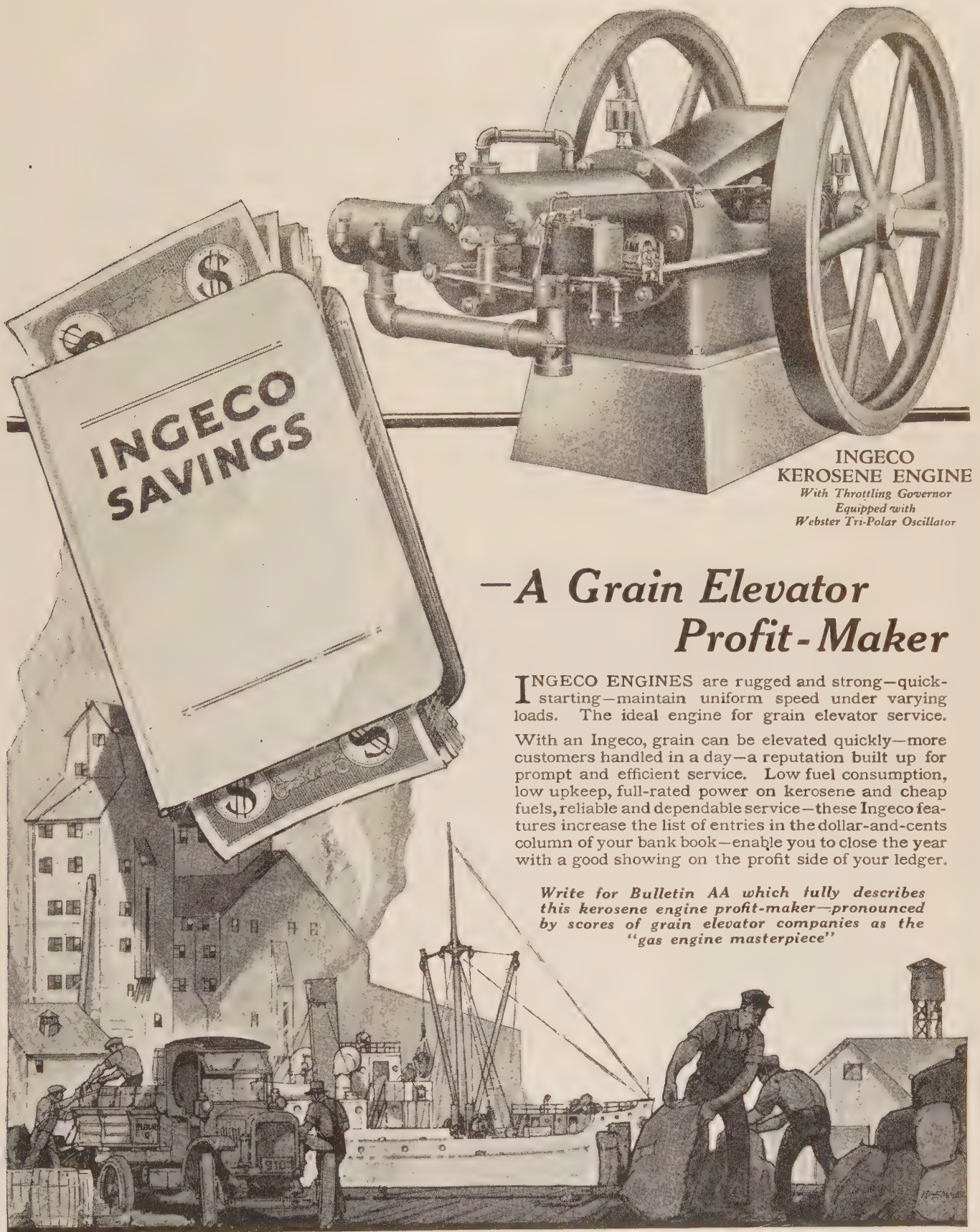
These factories built the first belts ever used to handle grain, and have since kept in touch with every new elevator condition.

Back of Grainster is the reputation of the oldest and largest rubber organization in the world. Take advantage of this Company's experience when in the market for grain belts.

United States Rubber Company

*The World's Largest and Most Experienced
Manufacturer of Mechanical Rubber Goods*





**INGECO
KEROSENE ENGINE**
*With Throttling Governor
Equipped with
Webster Tri-Polar Oscillator*

—A Grain Elevator Profit-Maker

INGECO ENGINES are rugged and strong—quick-starting—maintain uniform speed under varying loads. The ideal engine for grain elevator service.

With an Ingeco, grain can be elevated quickly—more customers handled in a day—a reputation built up for prompt and efficient service. Low fuel consumption, low upkeep, full-rated power on kerosene and cheap fuels, reliable and dependable service—these Ingeco features increase the list of entries in the dollar-and-cents column of your bank book—enable you to close the year with a good showing on the profit side of your ledger.

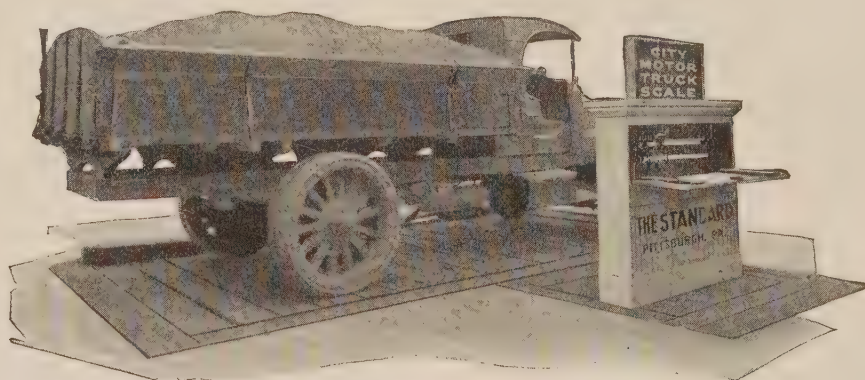
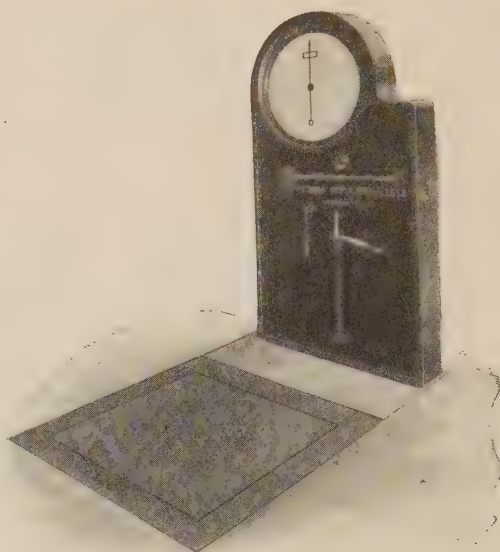
Write for Bulletin AA which fully describes this kerosene engine profit-maker—pronounced by scores of grain elevator companies as the "gas engine masterpiece"

WORTHINGTON PUMP AND MACHINERY CORPORATION
309 Holthoff Place, Cudahy, Wis. (Suburb of Milwaukee)

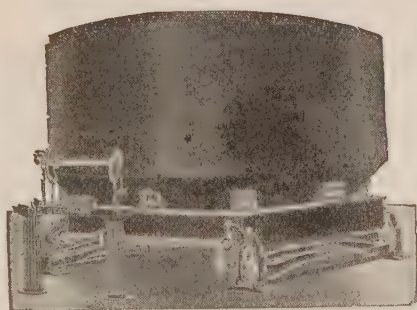
Executive Offices: 115 Broadway, New York City

A SCALE For Every Purpose

Without a doubt, grain dealers in all sections of the country lose more money annually through faulty scales than through any other source. More thought should be given to this important piece of machinery. Do not buy a scale because it is cheap. The cheapest scale you can buy is the scale that is accurate, that gives weights you can depend upon, and use to advantage in court.



“The Standard”



line of scales—a scale for every purpose—are guaranteed to be strictly high grade throughout, both in materials and workmanship. The name—“The Standard”—is your guarantee of the very highest quality in scale construction. The quality of accuracy is in-built in “The Standard” Scales. Every one must be right, for if a scale does not weigh accurately, it doesn't weigh at all, it only approximates.

Send for Catalog No. 73. It tells more about “The STANDARD” Scales

THE STANDARD SCALE & SUPPLY COMPANY

1631 LIBERTY AVENUE, PITTSBURGH, PA.

New York
145 Chambers St.

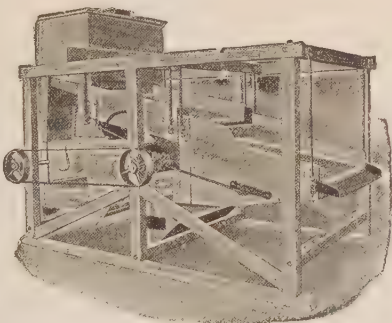
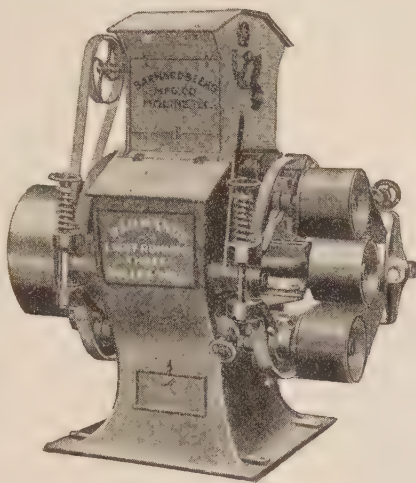
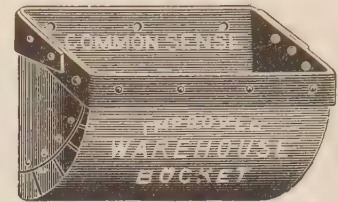
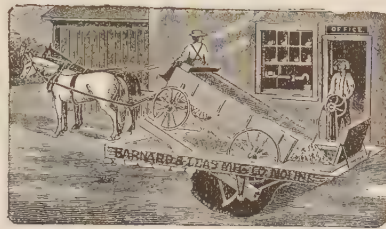
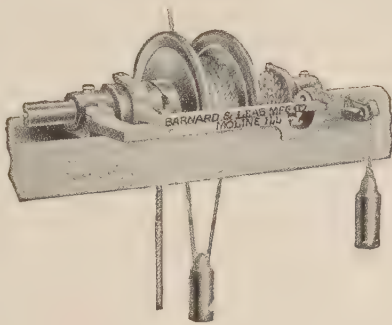
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ELEVATOR Men of Experience Prefer the Barnard- Moline Line

of elevator and feed mill machinery, because they are certain to get profitable results, and profitable results are what count in these days of economical operation.

Many of the valuable features incorporated in the mill and elevator machinery of today were originally designed by the Barnard & Leas Mfg. Co., but there are many valuable features incorporated in the Barnard-Moline machines that other machines do not possess; these features are covered by broad patents, owned by us, and cannot be copied by others.

Whether your requirements are for a single machine or an entire new equipment, the old reliable Barnard-Moline line (60 years old) is certainly worthy of your careful consideration.

*Write for Special Catalogue No. 39-C for details
of complete Elevator and Feed Mill Machinery*

BARNARD & LEAS MFG. CO.

MILL BUILDERS AND

MILL FURNISHERS

ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.

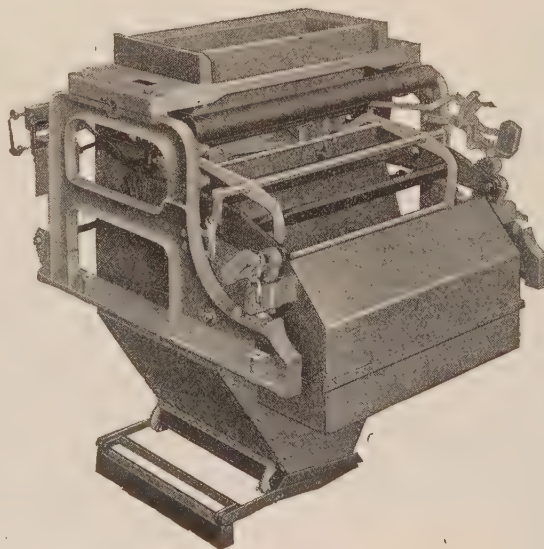
PROMPT SHIPMENTS
from

Passaic, N. J.
Chicago
Indianapolis
Minneapolis
Omaha
Wichita

Yes It's A NEW

Richardson Automatic Scales are built to conform to the scale specifications adopted by the Interstate Commerce Commission January 13th, 1920. Docket No. 9009.

Most scales will weigh close to CORRECT if PROPERLY COAXED by a HUMAN BEING. Have *YOU* the time or the inclination to do the coaxing? The NEW RICHARDSON operates without a HUMAN'S coaxing.



The
ONLY

Reasonable in Cost.
Accurate.
Absolutely Reliable.
Self Operating
and
Man Releasing.
Self Counting.
Weight Printing.
Compact.
Quick Working.

**FULL
AUTOMATIC**

Richardson

SELF COMPENSATING

SELF ADJUSTING

SELF OPERATING

TYPE REGISTERING

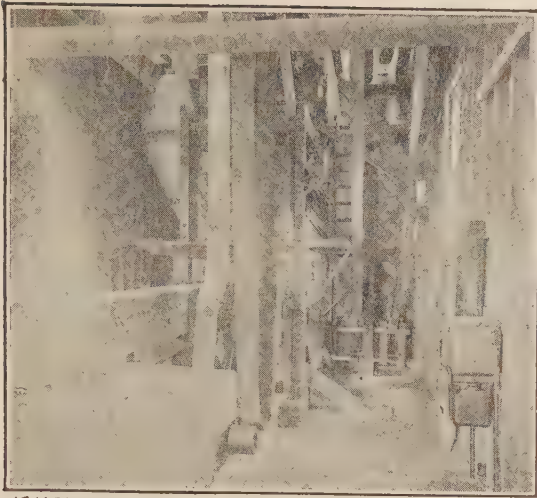
RICHARDSON SCALE CO.

CHICAGO
209 S. State St.

OMAHA
Keeline Bld.

MINNEAPOLIS
Corn Exchange Bld.

WICHITA, KANS.
PASSAIC N. J.



15 H.P. Westinghouse Motor Driving 2 Separators, 2 Elevators and a Conveyor.

Electric Drive in the Flour Industry has Helped Others— and is ready to help you.

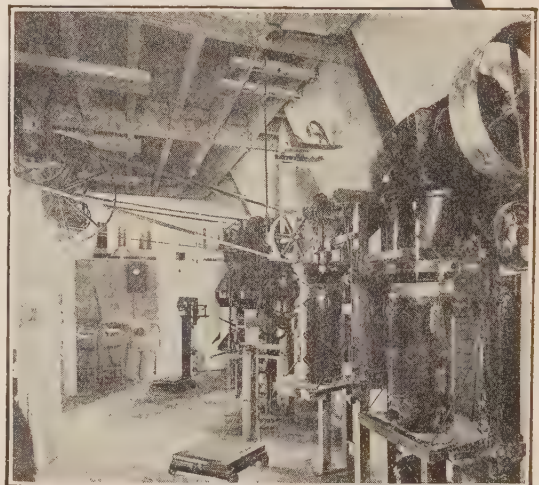
Most flour mills and grain elevators are today using electric drive.

Electricity is helping to in-

crease production, lower maintenance costs and reduce fire risks. It eliminates unnecessary worry about production and makes possible the working out of small details and economies unthought of where steam drive is used.

WESTINGHOUSE type "CS" motors are built to produce maximum efficiency. They are compact in design, sparkless in operation and their wearing parts cannot be damaged by dust, thus making them a most desirable drive for flour mills.

Westinghouse electric motor drive is helping others in your industry and is ready to help you.



View Showing 2 Flour and 2 Wheat Packers Driven by a Westinghouse Motor.



Two 6" Monitor Scourers and a Grinder Driven by a 40 H.P. Westinghouse Motor.

**Westinghouse Electric
& Manufacturing Co.**

East Pittsburgh, Pa.

*Sales Offices in All Large
American Cities*



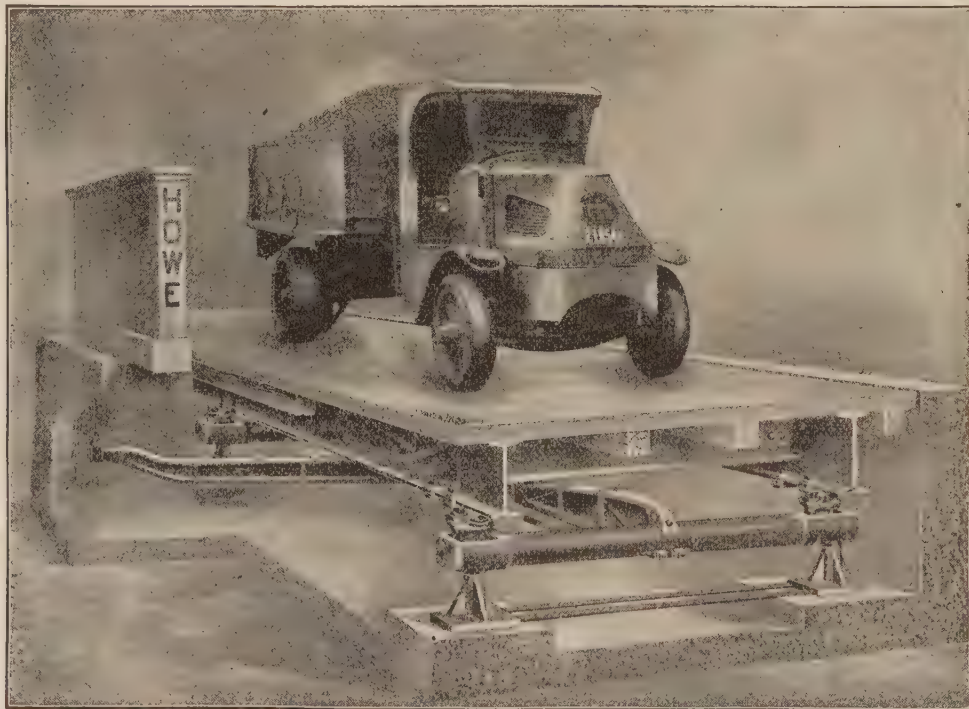
Westinghouse

Howe Auto Truck Scales with Ball Bearing Platform

The large increase in the use of Auto Trucks throughout the country has created an enormous demand for Auto truck scales.

If you *buy and sell by weight* you want the best weighing device made. The HOWE will answer this description. The 1920 demand will be greater than the supply. *Get your order in early.*

H
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W
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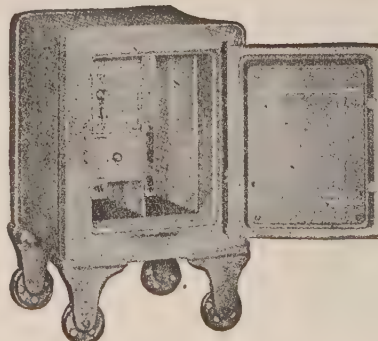
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Spiral Conveyor

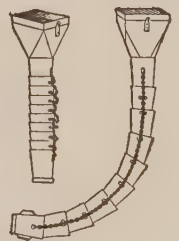


Flexible Spout Holder



Fire Proof Safes

Flexible
Loading
Spouts



All Styles Buckets

We carry large stocks of Pulleys, Belting, Sprockets, Transmission Rope, etc., for prompt shipment. When in need write us.

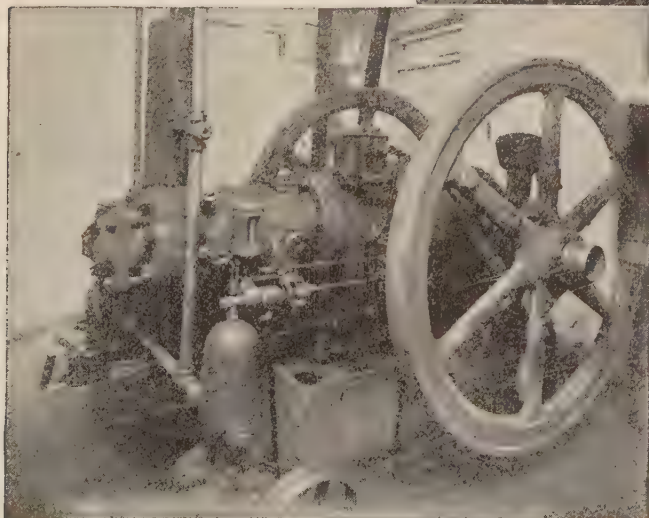
American Supply & Machinery Co., Omaha, Nebraska

The Stanford Elevator Now Gets Power From Low-Priced fuel Oils

by using a Fairbanks-Morse
20 H. P. "Y" Oil Engine.

"We consider it first class in all respects" says Wm. H. Springer, Manager of the Stanford Grain Company. "We only use about one-half as much coal oil as we did gasoline with other makes of engines, and have no bother with it in any way since installed."

"Y" oil engines—10 H. P. to 200 H. P. — give unfailing power from a wide variety of low priced fuel oils. Guaranteed by Fairbanks-Morse Quality.



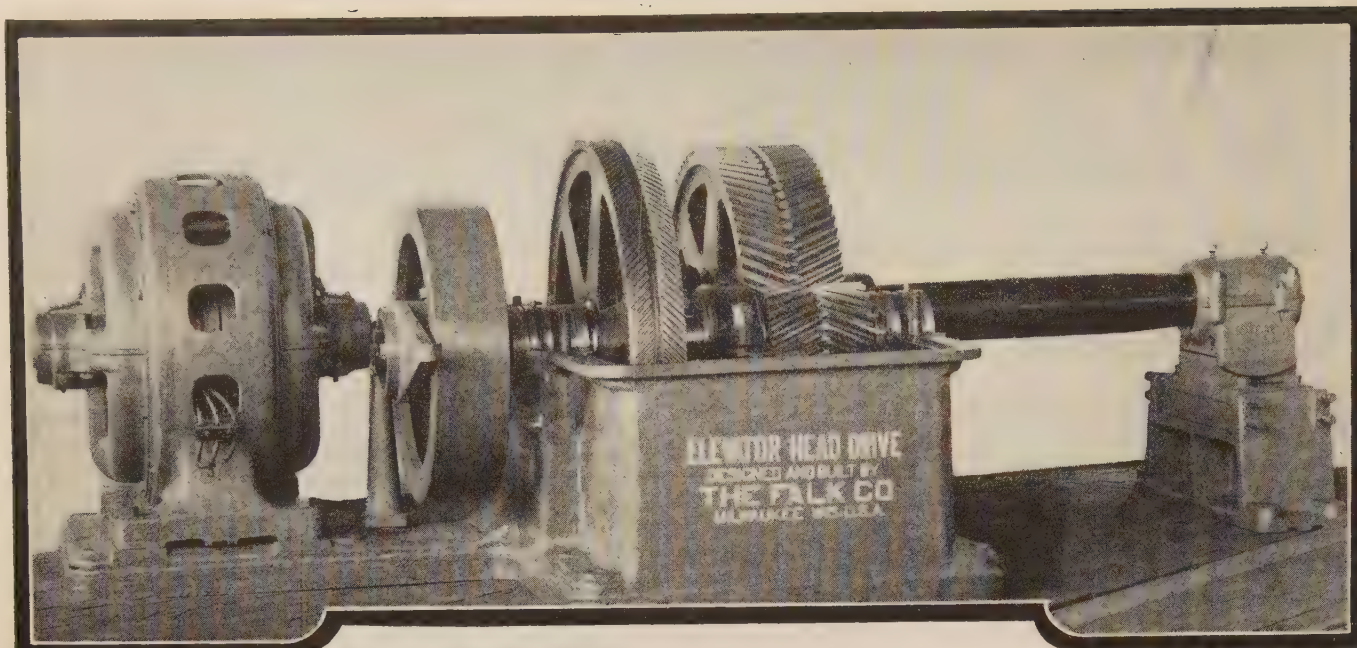
Simple in construction — practically automatic in operation and regulation—no carburetors, valves, batteries, mixers, timers, igniters, magnetos, switches or spark plugs.

Special quick-starting device; air seal prevents oil from being blown out of bearings; positive lubrication; sensitive governor. No hot bulb—no water injection.

Fairbanks, Morse & Co.

MANUFACTURERS CHICAGO

Engines - Pumps - Motors - Hoists - Air Compressors - Fairbanks Scales - Sheffield Motor Cars - Stand pipes - Coalinĝ Stations - Etc.



Ready for the World's Most Modern Elevator

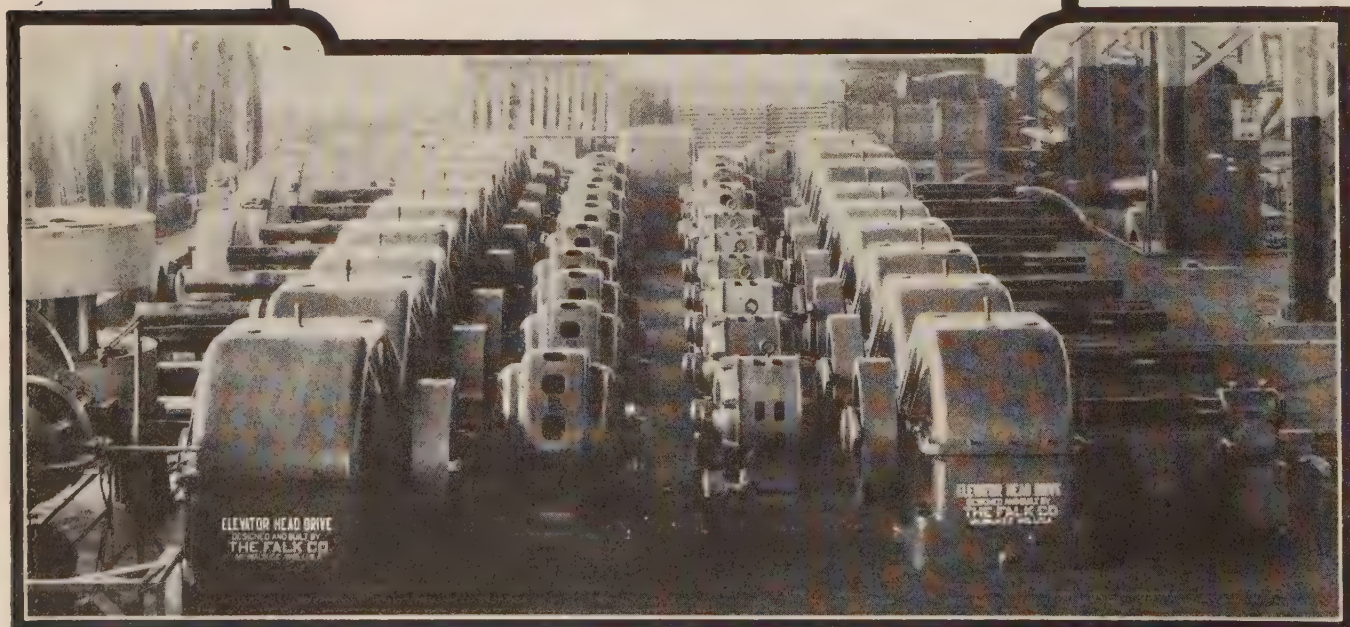
The Northern Central Elevator of 5,000,000 bus. capacity now being built by the James Stewart & Co., at Canton, Baltimore, Md., is designed to be the most efficient Grain handling plant ever built.

Elevator legs will be equipped with 100 and 150 h. p. motors having a speed of about 800 R.P.M. In order to reduce this speed to about 30 R.P.M., the speed of the head pulley, The Falk Co. designed herringbone reduction gears for all 19 legs.

Owing to the high efficiency and the saving in power consumption in these gears being so highly satisfactory, the James Stewart Co. have decided to use them on all drives requiring the necessary speed reduction.

THE FALK CO.

Milwaukee, Wisconsin



OF COURSE you are always interested in improving the quality of your mixed feed—and naturally even more interested if you can at the same time reduce its cost.

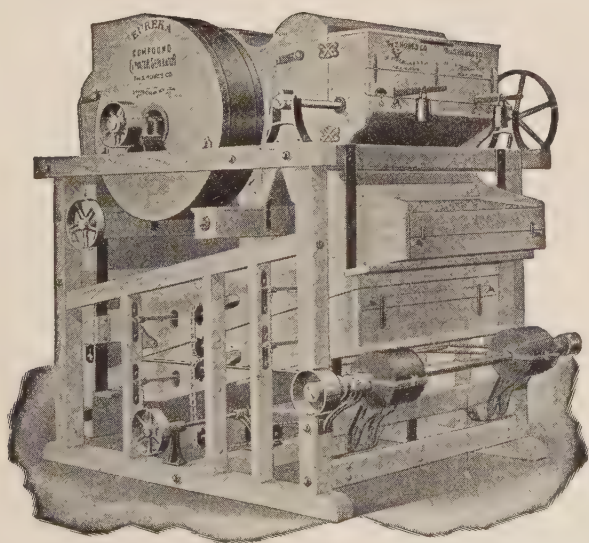
BETTER FEEDS AT LOWER COST are best produced on **GIBSON OAT CRUSHERS and** **GIBSON CORN CRACKERS**

Read what **Milam Morgan Co., Ltd., New Orleans**, have to say:

"In reply to your communication of March 18th, requesting an expression of our opinion as to the work of the Gibson Corn Cracker, size 30, we purchased from you a year ago, wish to advise that we were so well satisfied with this machine that we, as you know, have installed a Gibson Oat Crusher, size 32."

Ask us to send Bulletin M-19, if you are interested in Crushing or Cracking OATS, CORN, BARLEY, RYE, WHEAT, KAFFIR, MILO, SEEDS, Etc., with least meal and fine stuff.

GIBSON OAT CRUSHER CO., 1537 McCormick Bldg., **CHICAGO**
Patentees and Sole Manufacturers.



Ask someone who owns one

From a purely
"RESULTS-DELIVERED"
standpoint no machine
quite compares with the
"SERVICE-FULL"
"EUREKA"

It's a really-truly worth-more



GRAIN CLEANER



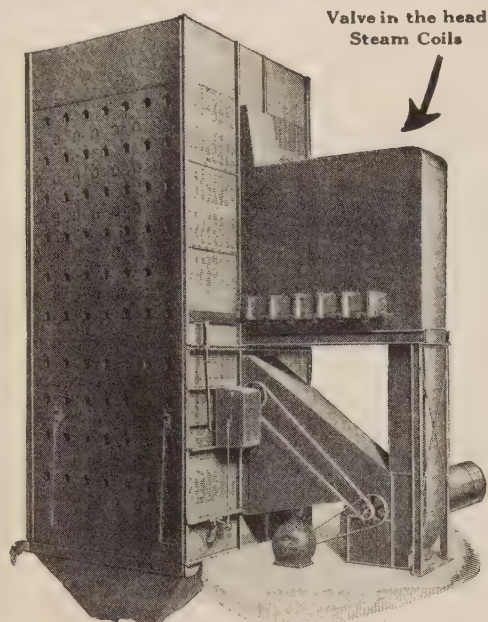
MAY WE SEND YOU COPY OF OUR NEW BOOK (No. 75)?

S. HOWES COMPANY, Inc.
SILVER CREEK, N. Y.

REPRESENTATIVES:

William Watson, 415 Western Union Bldg., Chicago, Ill.
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MORRIS GRAIN DRIERS



"MORRIS DRIED SAME AS SUN DRIED"

**BE PREPARED
BUY AN AUTOMATIC MORRIS**

You will use it every year.

AUTOMATIC and SELF CONTAINED

Requiring no special Building Construction. The Automatic feature eliminates an attendant. This is the simplest, most positive and uniform drier made. Write for detailed information and you will BUY A MORRIS if you buy a Drier.

**We Also Offer a Complete Line of
Direct Heat Driers**

THE STRONG-SCOTT MFG. COMPANY

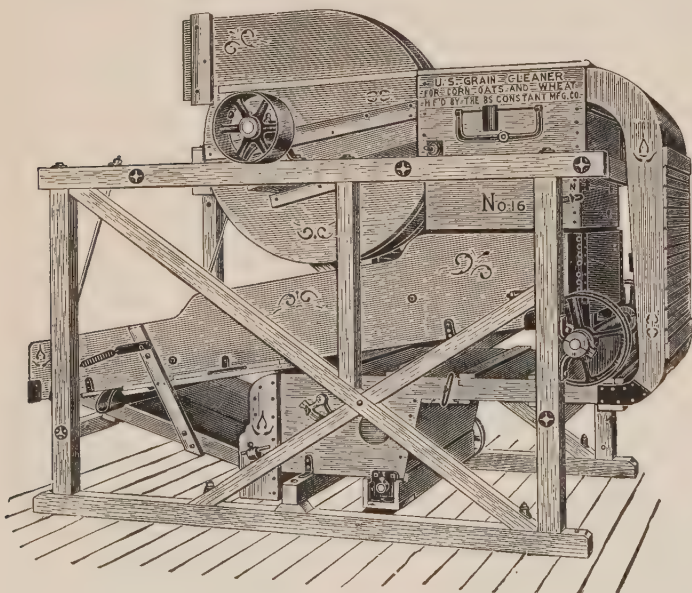
"Everything for Every Mill and Elevator"

GREAT FALLS

SPOKANE

MINNEAPOLIS

WINNIPEG



Quality Cleaning

You grain men of experience know that clean grain brings a premium price at the terminal markets. For this reason your elevator should be equipped to thoroughly clean all grain before shipping.

The U. S. Grain Cleaner

is acknowledged a leader in satisfactory performance, and has built up a reputation for operating efficiency and economy that needs no remarks on our part.

Satisfied users are our best endorsements and to them we will gladly refer any prospective buyers of grain cleaning machinery; knowing their testimony will bring the purchaser to the U. S. factory.

Write for further information about this cleaner and other grain elevator machinery.

B. S. Constant Manufacturing Co.

Bloomington, Illinois

SUCRENE FEEDS



Good News For Feed Dealers

OUR big, new \$2,000,000 plant is now in operation. We are able to supply dealers at the rate of 1,000 tons per day, with the full line of Sucrene Feeds for the 1920-21 fall and spring demand.

Result-producing quality is the basis on which Sucrene Feeds claim your good will and the good will of your trade. It's the foundation of their 20 years' success and leadership in the feeding world.

Increased production and improved methods in our new plant enable us to turn out a uniformly high quality product at prices that will mean profits to you and your customers.

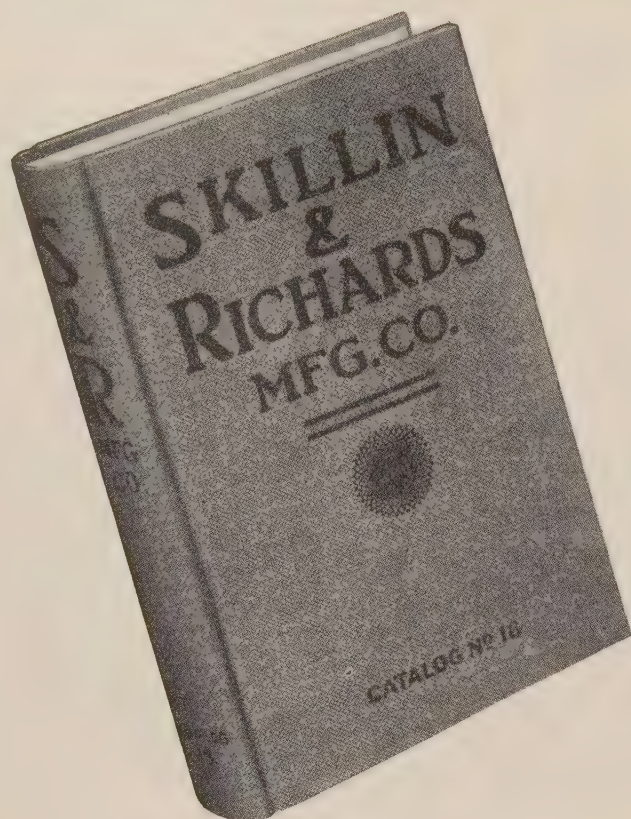
We are having a rush of orders from old and new customers. Let us have yours. Write us today for prices.

AMERICAN MILLING COMPANY

Main Office and Mills: PEORIA, ILL.

BRANCH OFFICES: Philadelphia, Pa., 205 The Bourse. Boston, Mass., 88 Broad Street, Boston 9. Cleveland, Ohio, 419 Sloan Building.

Sucrene Dairy Feed.
Sucrene Calf Meal.
Sucrene Hog Meal.
Sucrene Poultry Mash with Buttermilk.
Sucrene Scratch and Chick Feeds.
Sucrene Horse Feed with Alfalfa.
Amco Fat Maker for Steers.
Empire 20% Dairy Feed for Heavy Milkers.



A Book of Better Grain Handling Machinery

In the course of a year it happens many times that you find yourself in need of some particular piece of machinery. It happens as often that you do not know just where to get it. For your convenience and for efficiency's sake you should have our catalog for ready reference.

Send for your copy today. Don't wait until you need it.

Skillin & Richards Mfg. Co.
4516-60 Cortland St. CHICAGO, ILL.

OUR MOTTO for over twenty-five years has been **SAFETY FIRST**. During these years we have equipped thousands of elevators with dust collecting systems to



prevent explosions, and no dust explosion or loss of a single life has occurred in one of them.

Your liability attaches if you don't protect your elevator and workers.

FOR CATALOGUE, WRITE

THE DAY COMPANY
Minneapolis, Minn.

OUR IMPROVED Railroad Claim Book

requires little of your time for filing, and contains spaces for all the necessary information in the order which assures prompt attention on the part of the claim agent. It increases and hastens your returns by helping you to prove your claims and by helping the claim agent to justify payment.

These claim blanks are printed on bond paper, bound in book form, each book containing 100 originals and 100 duplicates, a two page index, instructions and summary showing just which claims have not been paid, and four sheets of carbon. You tear out the original to send to the claim agent, and the carbon copy remains in the book, as a record of your claim.

- A is for Loss of Weight in Transit Claims.
- B—Loss in Market Value Due to Delay in Transit.
- C—Loss in Quality Due to Delay in Transit.
- D—Loss in Market Value Due to Delay in Furnishing Cars.
- E—Overcharge in Freight or Weight.

Forms A, B, C, D and E are well bound in three books, as follows:

411-A contains 100 sets all Form A. Price, \$2.00
411-E contains 100 sets all Form E. Price, \$2.00
411-5 contains 60 sets Form A, 10 Form B, 10 Form C, 10 Form D and 10 Form E. Price \$2.00.

Send all orders to

GRAIN DEALERS JOURNAL
305 South La Salle Street CHICAGO, ILL.

WATERBURY

WATERBURY FIBRECLAD ROPE

FIBRECLAD ROPE FOR GRAIN ELEVATOR SERVICE

WE make a Fibreclad Rope known as Grain Shovel and Shipper Rope—construction 19 wires to strand in 3, 4 or 6 strands as desired (3 strand rope being known as Shipper Rope) with hemp core.

This class of Rope is particularly well-adapted to Grain Elevators, being most economical for that purpose.

Is pliable and strong, and withstands abrasion which under ordinary working conditions is so hard on Manila. Its ultimate cost is less than Manila as it gives far greater service.

The Marline serving acts as a safeguard against external and internal wear, keeps strands lubricated; hence it increases the working life of the rope beyond that of bare wire rope.

For strength, lightness, the final results Fibreclad Grain Shipper Ropes are unequalled. Those who have heretofore used Manila or Bare Wire Rope will quickly recognize the superiority of Fibreclad.

WATERBURY FIBRECLAD ROPE

FIBRECLAD GRAIN SHOVEL ROPE

Special Extra Strong

Composed of six strands and a hemp centre. Nineteen wires to the strand.

Price Per Foot	3 Strands	4 Strands	6 Strands	Approximate Breaking Strength in Tons of 2,000 Pounds	Allowable Working Stress in Tons of 2,000 Pounds	Minimum Size of Drum or Spool in Feet	Approximate Weight per Foot in Pounds
\$.312	1 1/4	1 1/2	2	2.91	0.58	3 1/2	.27
.336	1 3/4	2 1/4	3	3.36	.63	4	.35

FIBRECLAD WIRE SHIPPER ROPE

Crucible Cast Steel

Composed of four strands and a hemp centre. Nineteen wires to the strand.

Price Per Foot	3 Strands	4 Strands	6 Strands	Approximate Breaking Strength in Tons of 2,000 Pounds	Allowable Working Stress in Tons of 2,000 Pounds	Minimum Size of Drum or Spool in Feet	Approximate Weight per Foot in Pounds
1.15	1 1/4	1 1/2	2	1.76	0.35	1 1/2	.16

WIRE SHIPPER ROPE

Crucible Cast Steel

Composed of three strands. Nineteen wires to the strand.

Price Per Foot	3 Strands	4 Strands	6 Strands	Approximate Breaking Strength in Tons of 2,000 Pounds	Allowable Working Stress in Tons of 2,000 Pounds	Minimum Size of Drum or Spool in Feet	Approximate Weight per Foot in Pounds
1.47	1 1/4	1 1/2	2	0.29	.14	1 1/2	.11

Fibreclad rope for severe climates

Waterbury rope—wire, fibre or special construction—has the advantage of Waterbury quality in Waterbury material and Waterbury workmanship. But each Waterbury rope also has its own particular advantages for certain uses or conditions.

If climatic conditions are an additional hardship in your rope service, Waterbury Fibreclad Rope (wire rope each strand of which is served with tarred marline) will prove superior to either Manila or bare wire rope under heavy duty.

Waterbury Fibreclad has the greater strength of wire rope, with the advantage of a manila surface, yet unlike Manila, Fibreclad is unaffected by atmosphere changes. It will not stretch in dry weather nor contract in wet weather; nor will it swell, jam or ice up in freezing weather. For climatic extremes it surpasses any other rope.

WATERBURY COMPANY

63 PARK ROW, NEW YORK

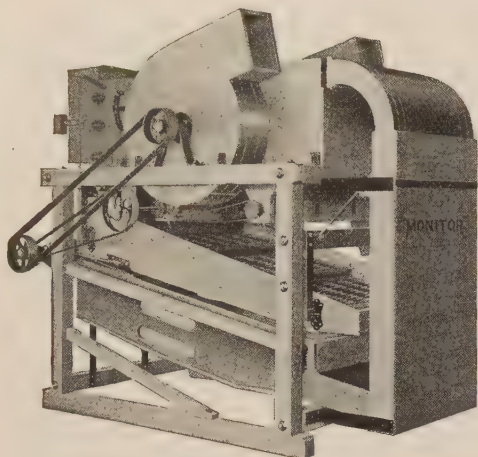
CHICAGO.....1315-1321 West Congress St.
 SAN FRANCISCO.....151-161 Main St.
 NEW ORLEANS.....1018 Maison Blanche Bldg.
 DALLAS, TEXAS.....A. T. Powell & Co.

The Waterbury Rope Handbook has all the "dope" on this and every other kind of rope. A copy is yours for the asking.

2364-W

WATERBURY

A MACHINE WHICH DOES MORE THAN IS EXPECTED
OF IT, IS BOUND TO BE
POPULAR



THAT IS WHY SO MANY ELEVATORS
ARE PUTTING IN THE

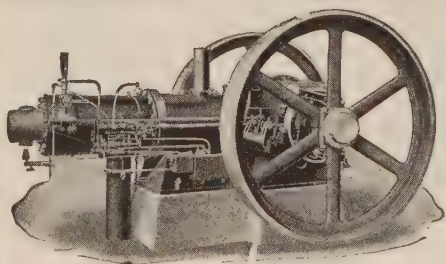
Monitor COMBINED
CORN
AND
GRAIN
CLEANER

IT ALWAYS MORE THAN MEETS REQUIREMENTS

Canadian Plant
HUNTLEY MFG. CO., Ltd.
Tillsonburg, Ont.

HUNTLEY MFG. CO.

Silver Creek, N. Y.



Real Power—

the kind that you can depend upon at all times is the kind of power you want. And you want this kind of power as cheap as you can get it. The MUNCIE OIL Engine for many years has been giving satisfactory service in hundreds of country elevators. It should be in yours. Here are a few

Reasons Why

Lower Fuel Cost	Steadier Power
Closer Regulation	Greater Reliability
No Shut-downs	Fewer Repairs
More Power	Lower Upkeep

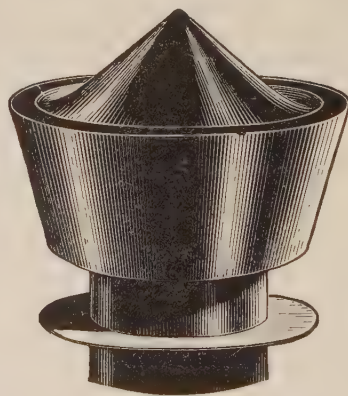
Write for proof of facts.

MUNCIE OIL ENGINE CO.

518 JACKSON STREET

MUNCIE, IND.

DAY VENTILATOR and CHIMNEY CAP



For the
**Elevator
Cupola**
or
**Chimney
Flue**

ALWAYS AN UP-DRAFT

Simple, durable, stationary, efficient, ornamental and cheap. The wind striking it from any direction causes an up-current. Large openings, storm proof, and a deflecting surface.

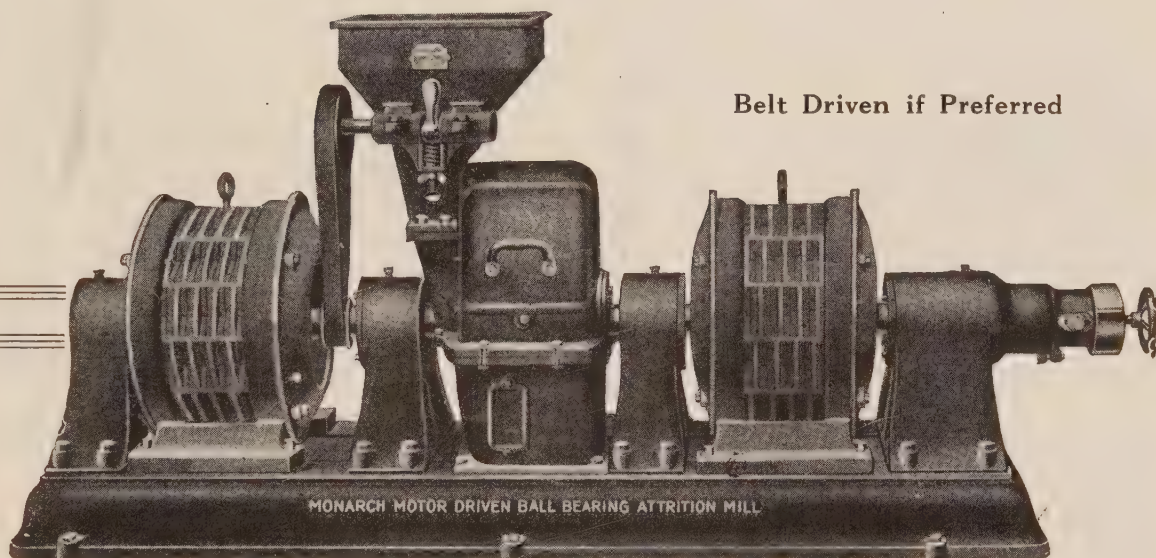
THE DAY CO.

MINNEAPOLIS, MINN.

—That Feed Business

Who Gets it in YOUR Town?

Monarch Attrition Mills
Increase the Revenue of
Many Country Elevators
Economical Feed Grinding
is a Paying Side-Line



Belt Driven if Preferred

Monarch Ball Bearing Attrition Mills

are giving excellent service in hundreds of country elevators. If you have not given thought to this most profitable of side lines, you owe it to your business to investigate the MONARCH. Every possible form of design for the saving of time, labor and material has been incorporated in this satisfactory feed grinder.

It requires no tramping, the ground product is always uniform, it saves power, amounting under varying conditions to from 25% to 50%, and 95% of the cost of lubricants, compared with a journal bearing machine.

Do you want a catalog or shall we have a representative call on you?

SPROUT, WALDRON & COMPANY

Mill Builders and Milling Engineers

P. O. Box No. 26

Main Office and Works MUNCY, PA.

Kansas City Office 102 New England Bldg.

Chicago Office No. 9 So. Clinton

Ankorite

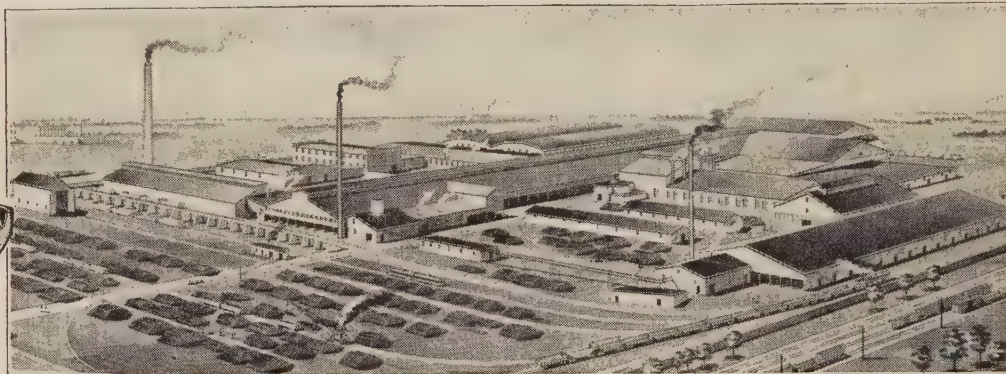
TradeMark Reg. U.S. Pat. Office

STEEL FENCE POSTS

GUARANTEED

By "The Mill Behind the Post"

CALUMET STEEL CO., 208 South La Salle Street, Chicago, Ill.



Works of Calumet Steel Co. Established 1907. Capacity 40,000 Posts a Day.

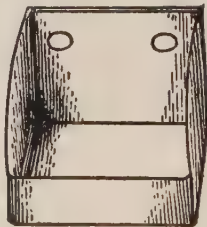
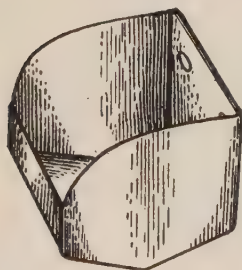
Angle
Post

Pat.
Aug. 21
1917

"T"
Post

Pat.
Aug. 21
1917

"D P" SUPERIOR CUPS



—the High Capacity, High Speed Cup

"D P" Superior elevator cups are not in the experimental stage; the actual performance of these cups is nothing short of remarkable. The combination of high speed, larger contents and reduced distance between cups results in a capacity four to five times that of ordinary cups of the same dimensions.

Results Obtained

Perfect discharge at indicated low or high speed.
A speed three times the ordinary.
Contents 25 to 40% more than ordinary cups.
Distance between cups reduced materially.
Higher speed, reducing size of equipment and eliminating gears,—reduction of power consumed and initial cost.

Responsible concerns can try this cup at our risk! Write us!

MOLINE **SUPERIOR**
MILL **MILL**
MANFG. CO. **MACHINERY**
MOLINE, ILLINOIS, U.S.A.

TRACTORS—IMPLEMENTS

If you sell these lines you should have the leading and oldest paper in this field, established 1882.

To subscribers we furnish a valuable service for locating and handling repair parts.

Paper is published weekly at \$2 for 52 issues.

Write on your letter head for free sample and repair information.

FARM IMPLEMENT NEWS
THE TRACTOR AND TRUCK REVIEW
157 N. STATE ST. CHICAGO



A cyclone in the true sense of the word has force of air without any back draft.

The New "1905" Cyclone Dust Collector

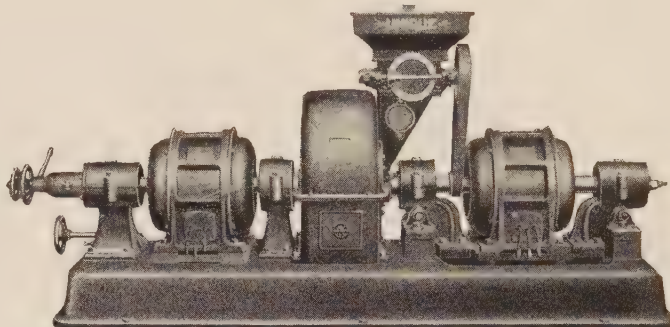
By improved construction, three-fourths of the back draft is eliminated and better work is done on less power. Send for prices and particulars.

**The Knickerbocker Co.
Jackson, Mich.**

ORDER NOW

Freight conditions are such that if you want a **UNIQUE BALL BEARING MILL** installed in time you should order now. Better let the mill be idle for a week or two rather than lose profits because **the Railroads** have delayed in getting the mill to you.

There's a good profit in feed grinding, when done right. Do your grinding on a **UNIQUE**.



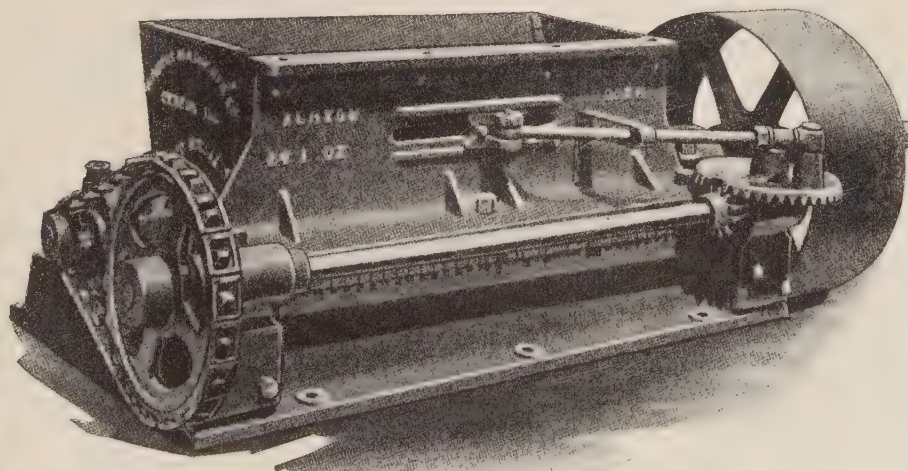
ROBINSON MFG. CO.

P. O. Box 411

MUNCY, PA.

Chicago Office: 416 Western Union Bldg.
456 L St. N. E. Minneapolis, Minn.
1131 S. 2nd St. Louisville, Ky.

79 Milk St. Boston, Mass.
3325 Archwood Ave. Cleveland, Ohio
39 Cortland St. New York City



KENYON Ear Cob Crusher

No irons such as horseshoes, hammers, etc., can stop this machine. Positively eliminates all corn crushing troubles.

Send for catalog and all details.

Burgess-Norton Mfg. Co.
GENEVA, ILL.
U. S. A.



WARM WEATHER IS THE BREEDING TIME FOR RATS AND MICE. RID-OF-RATS prevents raising of new supply. If you have used it, use more! If not, start now! Non Poisonous and sold under Money-Back Guarantee. If your Dealer can't supply you, write to us.

Price—Small box 15 cents, \$1.00 per lb. in bulk.

THE BERG & BEARD MFG. CO., Inc., 100 Emerson Place, Brooklyn, N. Y.

**RID
OF
RATS**

Every time you mention the
GRAIN DEALERS JOURNAL
to an advertiser, you
help to make it bigger and better.

Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER
Box 404 South Bend, Ind.

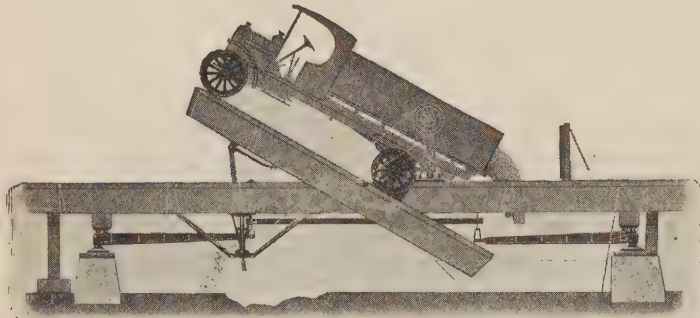


For Accurate Moisture Tests
use our Grain Dealers' Air
Tight Cans for forwarding
your grain samples.
ST. LOUIS PAPER CAN & TUBE CO.
ST. LOUIS, MO.

REPAIR WORK

We make a special business of
Overhauling and Remodeling Grain Elevators

Send for our estimator to figure your work
without cost to you



**Grain Dealers
Supply Co.
Minneapolis, Minn.**

General Agents for Benson Truck and Wagon Dump—Hand Operated—
The most successful Combination Dump on the market

Globe Combination Auto Truck & Wagon Dump **SIMPLE - RELIABLE - PRACTICAL** (SPENCER PATENTS FEB. 1919).

The time has arrived when a dump that will unload auto trucks is a necessity in every elevator. A dump that will accommodate wagons and sleds as well as auto trucks, and fit any make or size of scale, is a distinct advantage—The Globe Auto Truck will do all this and do it easily and efficiently, *without danger of accident*. The platform is “a-dump-within-a-dump”—the forward and outside section dumping auto trucks; the rear or inside section dumping wagons. The tilting power cylinder can be instantly shifted to engage the socket bearing of either section it is desired to raise.

This dump is operated entirely by compressed air—no gears, chains or complicated machinery to get out of fix. The storage tank may be placed anywhere inside or outside of the elevator. The compressor can be located adjacent to any drive shaft in elevator—connections are easily made, no matter where these are located. Nothing to get out of order—easy to install—positive in operation.

Zehnpfennig & Doering

Parkston, S. D., Sept. 25th.
Globe Machinery & Supply Co.,
Des Moines, Iowa.

Gentlemen: Have your letter asking us how we like our Combination Auto Truck and Wagon Dump. To make it short will say it's a dandy, and we would not think of operating our elevator without it. It's a world beater. Have used it three months now, and are surely pleased.

Yours truly,
ZEHNPFENNIG & WUDEL.

Farmers Elevator Company

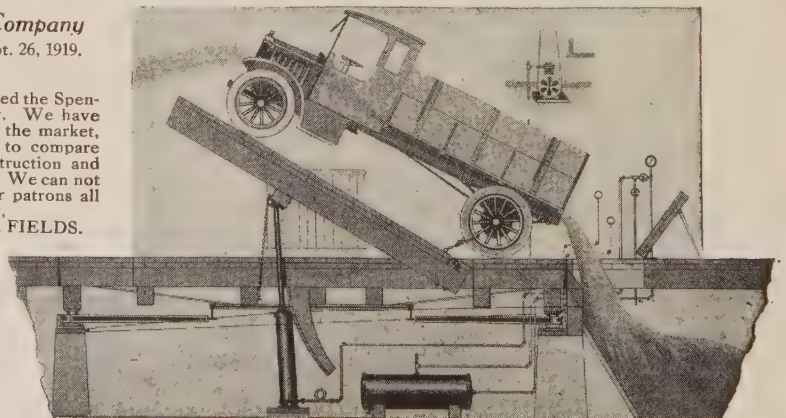
Letcher, S. D., Sept. 26, 1919.
Globe Machinery Co.,
Des Moines, Iowa.

Gentlemen: We have used the Spencer Dump for a month now. We have investigated all dumps on the market, and believe there is none to compare with it in simplicity of construction and effectiveness of operation. We can not find any fault with it. Our patrons all like it too.

Yours truly,
H. W. FIELDS.

✉ Write Dept. D for Prices and Literature

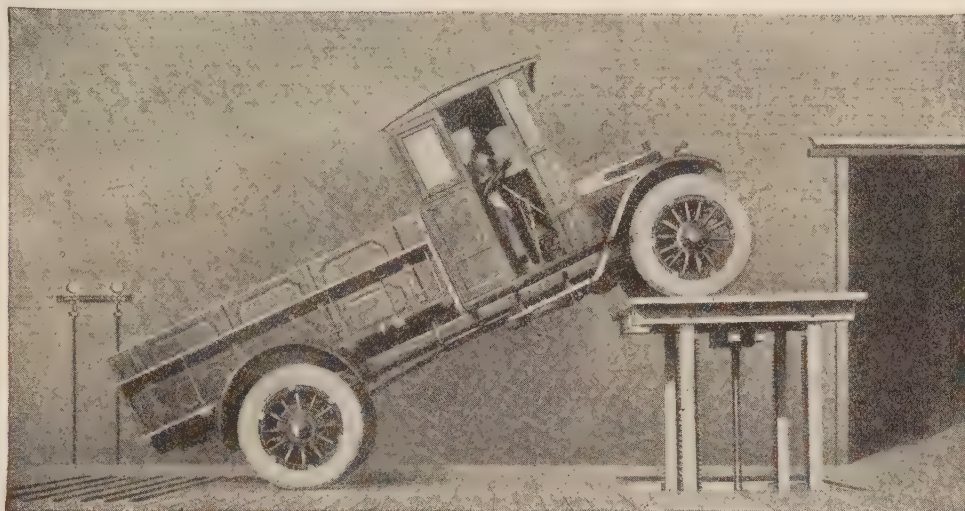
Globe Machinery and Supply Co.
Manufactured by
Des Moines, Ia.



INFORM YOURSELF NOW

regarding the many advantages of the TRAPP Auto Truck Dump, and the TRAPP Combination Truck and Wagon Dump.

YOU KNOW that the weight of the front part of a grain-loaded truck balanced over the piston rod of a truck dump isn't nearly as safe or as substantial as the system of interlocking gears at all four corners—THE TRAPP SPECIAL PATENT which is an important feature of all the TRAPP Auto Truck Dumps.



Side view of Trapp Dump in operation dumping grain.

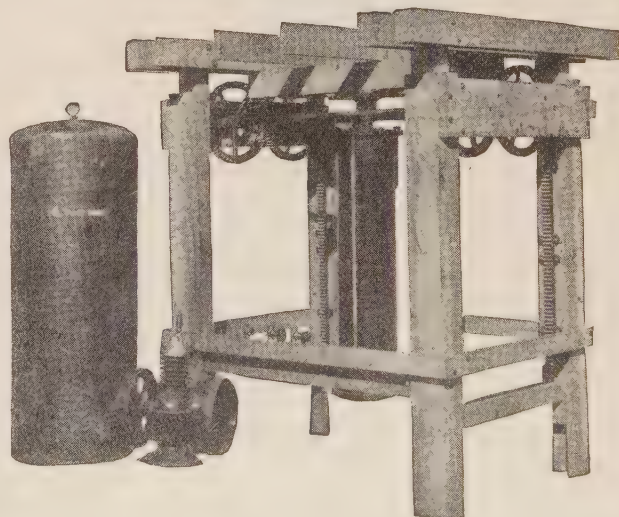
combination Truck and Wagon Dump and have one that at all times will be perfectly firm and substantial; for the Trapp interlocking gears will always hold the dump lift-platform perfectly secure and solid. There will be no possibility whatever that it will become "wobbly" in time.

If you buy a Trapp Truck Dump you will save the expense of hiring a mechanic to build the Dump, like you would have to with other dumping systems; for the Trapp Dump will be shipped to you "knocked down"; all parts both of wood and iron are made here in our factory.

We confidently believe that if ELEVATOR OPERATORS WOULD INFORM THEMSELVES THOROUGHLY BEFORE-HAND—practically all of them would buy TRAPP Truck Dumps in preference to any others on the market.

BETTER ORDER A TRAPP DUMP NOW

—You need one—You and your customers want one that is perfectly safe. The Trapp Dump is always safe for it is always entirely under your control—WRITE TODAY— or TELEPHONE US LONG DISTANCE (Omaha) Webster 464.



The Trapp-Gohr-Donovan Company

The only manufacturers of Truck Dumps exclusively

1125 North 22nd Street

OMAHA, NEBRASKA

DOCKAGE TESTER

Adopted by
U. S. GOVERNMENT

Present conditions demand accuracy in testing grain—your profits depend upon your tester. Don't take chances with experiments or guess.

EMERSON

is no experiment. It is and officials who must times and under all

THE

NEW

KICKER

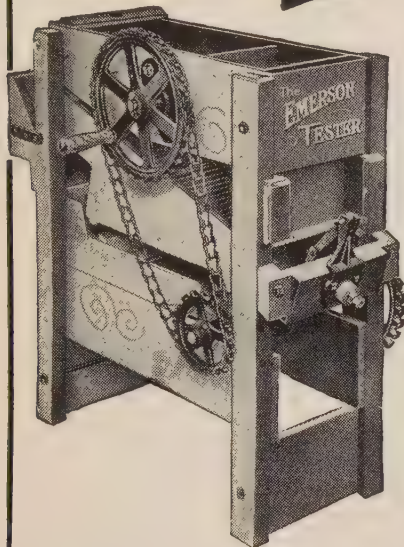
used by all grain men have accuracy at all conditions.

10,000 KICKERS

are now in use—the Government uses over 100—Line, Independent and Farmers Elevators all over find the Emerson dependable and a sure enough arbiter between seller and buyer on any dockage dispute.

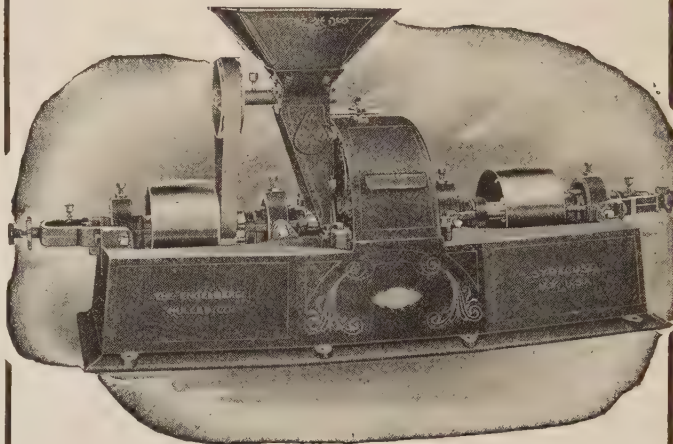
Write for pamphlet
and particulars.

Emerson Mfg. Co.
2819 Lyndale Ave. So.
Minneapolis, Minn.
Winnipeg, Can.



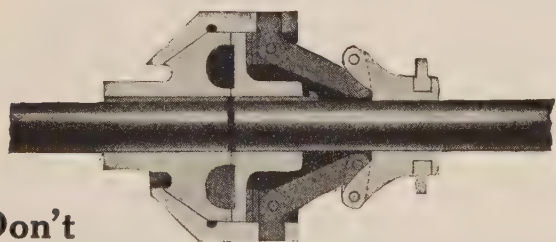
Can Be
Furnished
with Motor Drive

You Cannot Judge A Mill by the Advertised Description



If you are interested to know why our "HALSTEAD" has larger capacity; does better work with less power, at about one-half upkeep expense, and original cost of Mill from 40% to 60% less than other makes, write us for catalogue.

THE ENGELBERG HULLER CO.
831 W. Fayette Street SYRACUSE, N. Y.



Don't
Say Clutch
Say **PEERLESS**

The PEERLESS Clutch a radically, differently constructed device for this purpose, was designed and proven to have more area of friction surface, less parts, simpler and perfect adjustment, greater stability and longer life. It is constructed entirely of metal of our own formulas and is so mechanically, perfectly assembled that proper lubrication reaches all friction surface. For high speeds and heavy duty we bronze line all friction surfaces in addition to the bronze bush sleeve, which is our standard equipment. The arrangement of links and levers is such that Clutch cannot be accidentally engaged or disengaged.

WRITE FOR DESCRIPTIVE CATALOGUE AND PRICES.

We carry a complete stock of Elevating, Conveying and Power Transmitting Machinery for Grain Elevators, Flour Mills, etc. We are also prepared to design complete Elevators and earnestly solicit your inquiries.

Essmuller Mill Furnishing Co.

1216-24 SOUTH 8th ST.

ST. LOUIS, MO.

See Our Exhibit At Cincinnati
Music Hall - June 1-2-3-4

Too Many Buyers

Read this letter received from
Cook Bros., Woodward, Iowa.

Grain Dealers Journal, Woodward, Iowa.
Chicago, Ill.

Gentlemen:—You may take out our two ads as we have received two checks for the mill and closed a deal for a motor, both results from the first issue of your Journal containing our ad.

Yours very truly,
COOK BROTHERS.

Here are the ads referred to

MACHINERY FOR SALE

FOR SALE—Three Roll Willford Mill in good condition; \$50.00 buys it. Cook Bros., Woodward, Iowa.

DYNAMOS AND MOTORS

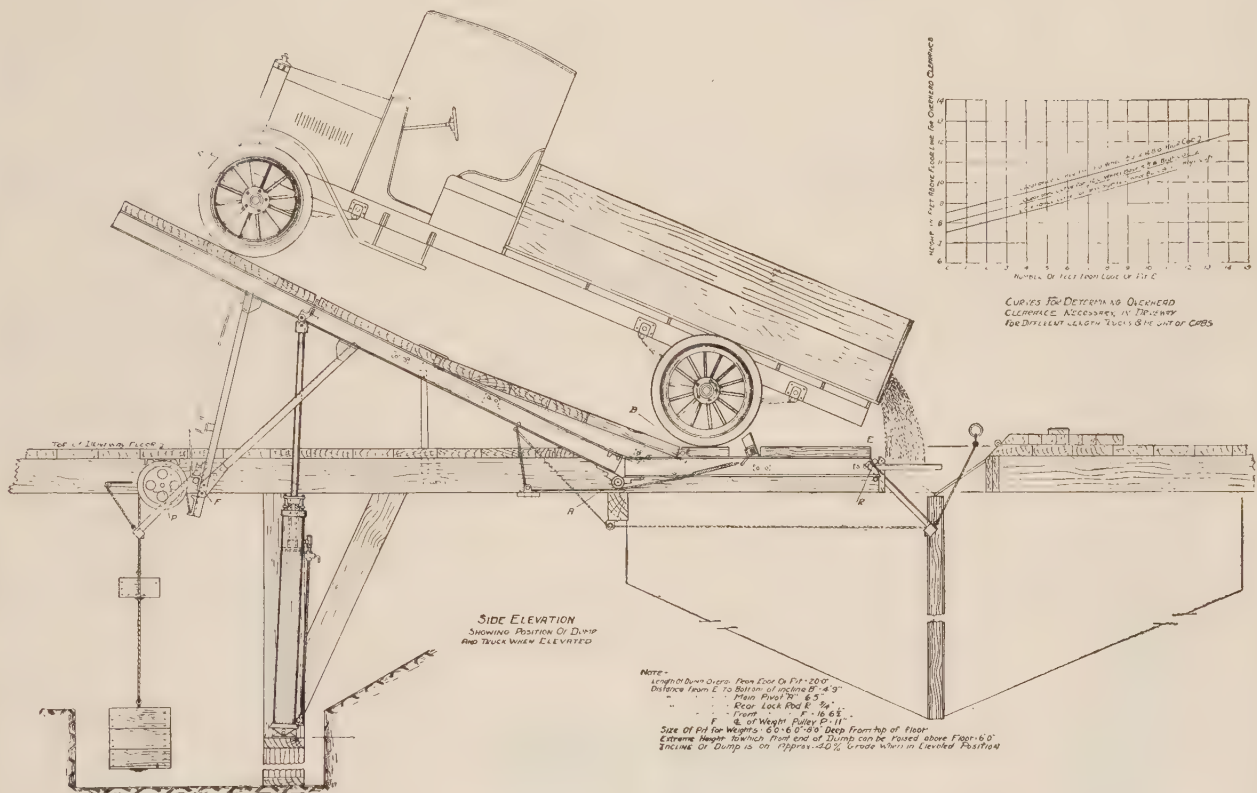
We want a 7 to 10 Horse Direct Current 600 Volt, about 1000 Revolutions per minute, Electric Motor. Write Cook Bros., Woodward, Iowa.

This is only one of many instances where the "WANTED—FOR SALE" columns of the Grain Dealers Journal, Chicago, have proven to grain elevator owners the logical market place for Second-Hand Machinery.

These ads cost but 25c per type line each insertion.

The Improved Moffitt Automatic

"America's Foremost Truck Dump"



No Power Required

A steel truck dump and a steel wagon dump combined, which is surfaced with floor planking, flush with driveway floor.

It will dump trucks, wagons and sleds 365 days in the year.

Equipped with safety wagon dump lock, safety wheel stop for trucks, which work automatically.

Automatic Truck Dump Company

Manufacturers

4723 Leavenworth Street

Omaha, Nebraska

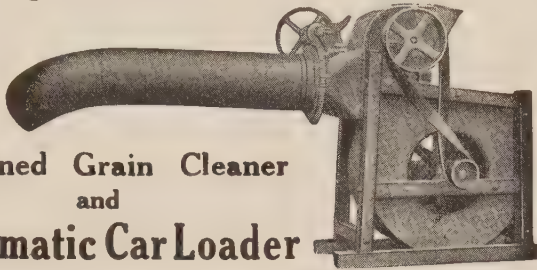
CLEAN AND LOAD IN ONE OPERATION

Now that grain is commanding such a high price and there is and will be such a demand for it, it behooves you to load it properly, this means that you should use a Car Loader that cleans and loads at the same time. We guarantee this for

The

Combined Grain Cleaner
and

Pneumatic Car Loader



It does not mill or crack the grain; fills cars to full capacity; strong, durable, requires no attention after starting. Cools and dries the grain as it passes through the air.

Used by hundreds of elevator owners. List of users will be sent you on request.

Write for list and circulars

MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.

A Hole--You Must Buy a New One Unless
IT'S A KEWANEE
Renewable Bottom Loading Spout



You threw away your last loading spout and bought another because it had holes in it--holes on the bottom side where the grain strikes.

With a Kewanee Renewable Bottom Loading Spout you can replace the worn bottom plate for a few cents and the spout is as good as new. The Kewanee spout sections will out-wear a dozen new bottoms or a dozen new spouts of the ordinary kind, yet its cost is about the same.

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Kewanee
Spout Section
with bottom
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PENCIL No. 174



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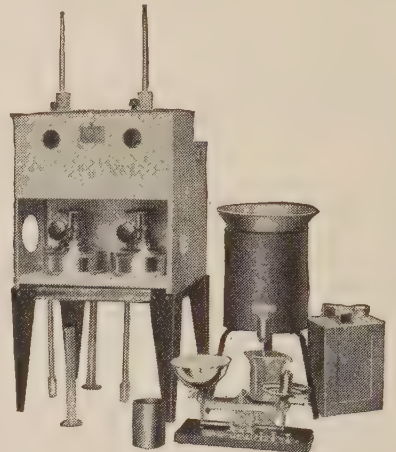
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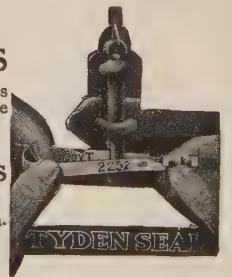
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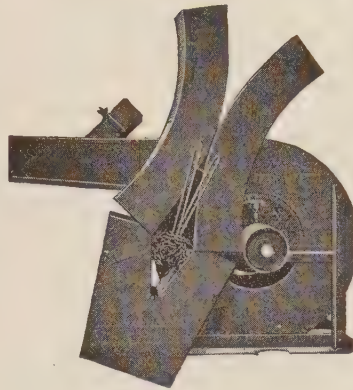


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Each of its pages of linen ledger paper, size, 8 1/4 x 13 3/4 inches, is ruled for 42 wagon loads and numbered. Each page may be used for one or more accounts as desired. A marginal index is bound in front. Bound in cloth with leather back and corners.

Form 43—200 Pages, \$3.50
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WIRE WHITE PHONE

CONTINUOUS FLOW
MADE IN ALL SIZES
O. W. RANDOLPH CO. TOLEDO OHIO U.S.A.

Bernert Grain Blower and Conditioner

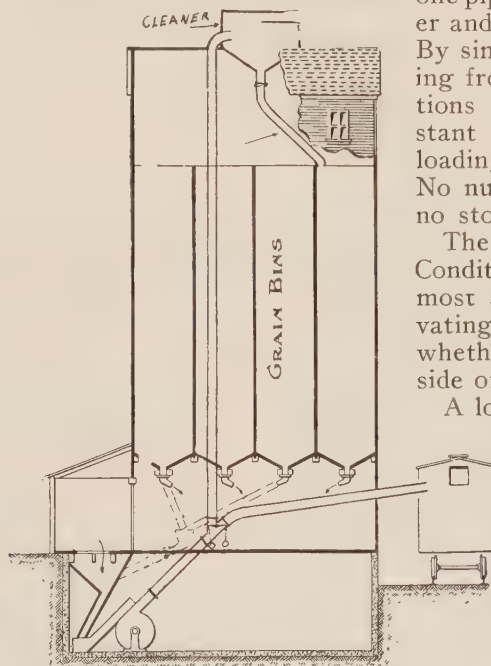
Sectional view elevator installation of the Bernert Grain Blower and Conditioner fitted with Combined Elevator and Loader attachment. Note how simple the equipment. Only one machine with

one pipe leading up into the Cleaner and another leading to the car. By simply pulling the chain leading from the valve lever, connections can be switched in an instant from either elevating to loading, or loading to elevating. No nuts or bolts to be loosened; no stops necessary.

The Bernert Grain Blower and Conditioner is the most simple and most adaptable machine for elevating grain and similar material whether stationed inside or outside of building.

A lower or entirely done away with basement, no overhead transmissions, faster and less expensive installation, all operating machinery on the ground floor, less fire hazard, etc., are all points in favor of this system.

Grain is being received the same as with the bucket system, spouted or dumped direct into the hopper of the machine.



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of elevator building and repairing is here. Repairs are big items in maintenance of machinery. Shrewd purchasers estimate and calculate them closely.

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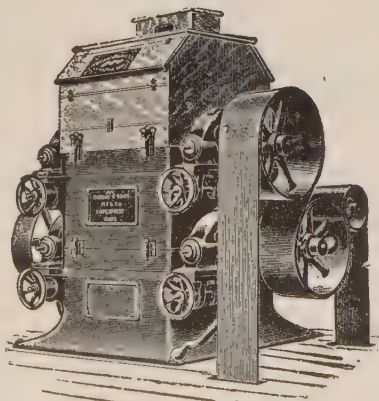
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Adds 100% EFFICIENCY to the cup belt. It Revolutionizes the system of elevating grain. It is Automatic in Action.

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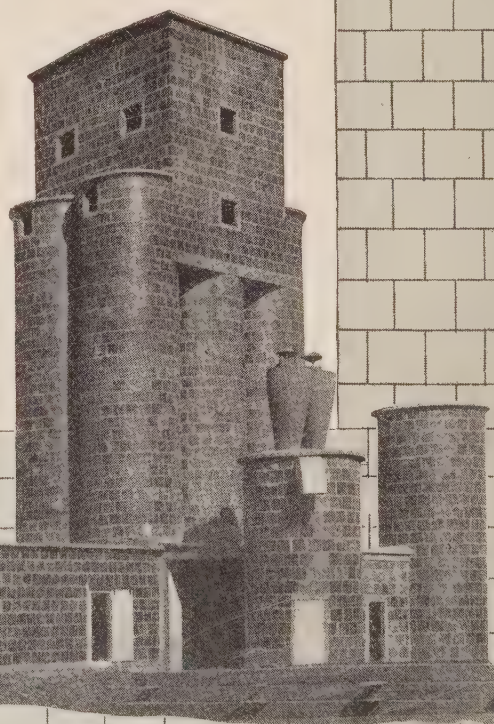
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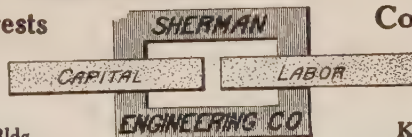
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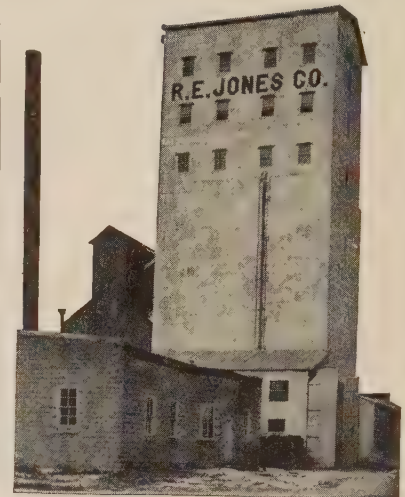
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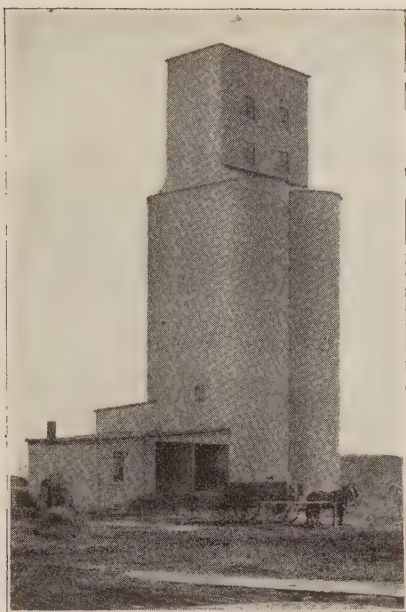
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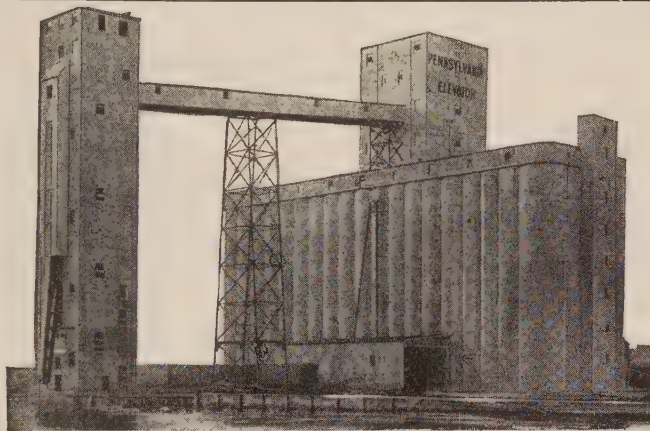
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FOR

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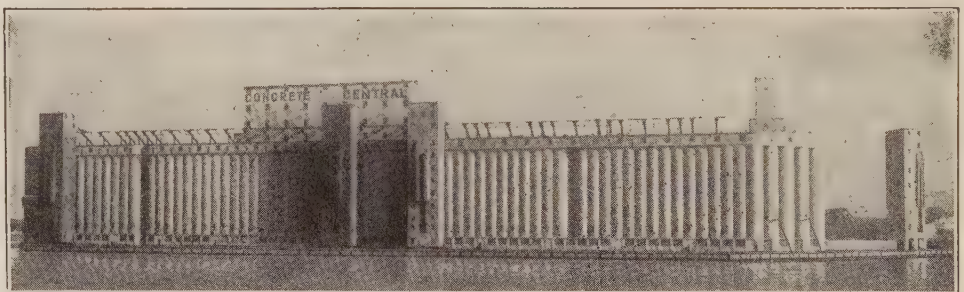
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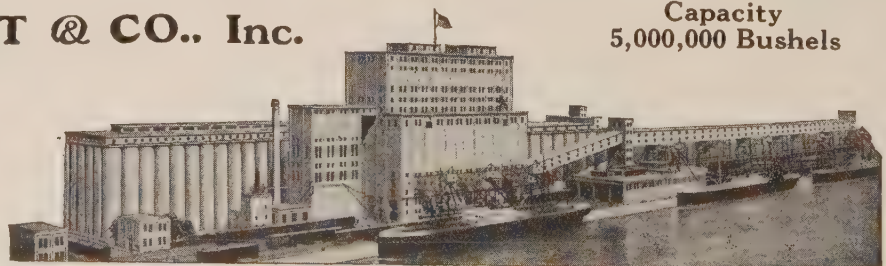
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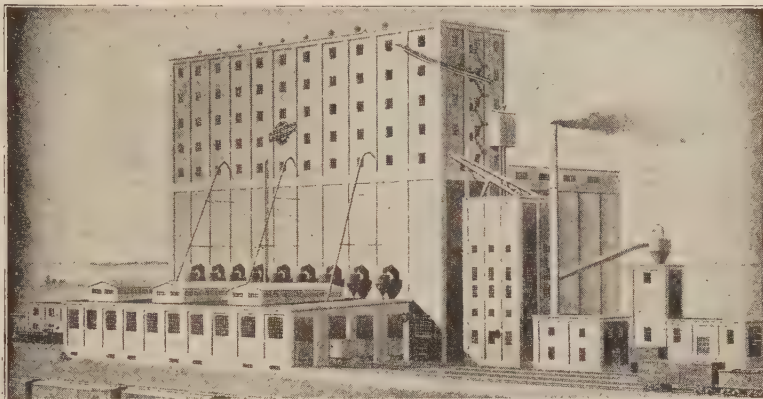
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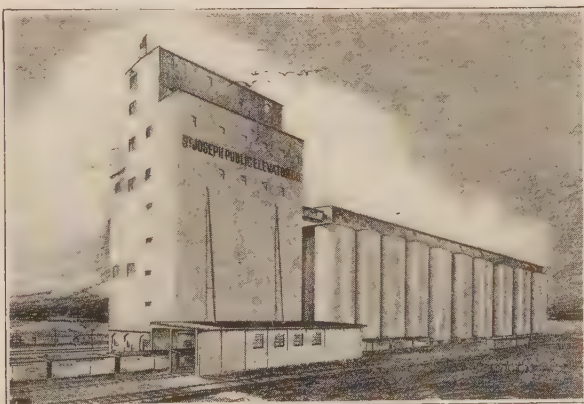
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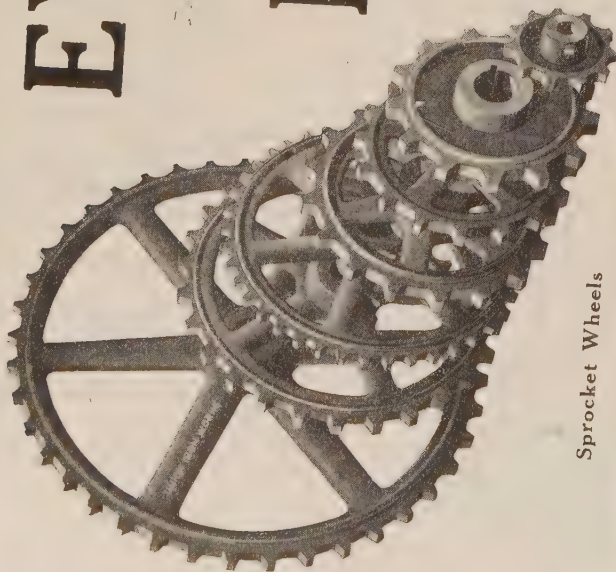
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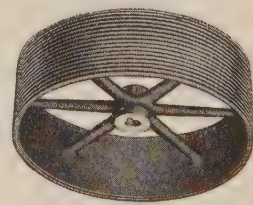
WESTERN elevator equipment is more widely used in grain elevators than any other on the market. It is not an experiment. It is the result of over fifty years of study and experience. WESTERN devices and machinery are the accepted solution of every grain elevator machinery problem. Throughout the country are WESTERN users who will approve this statement. The



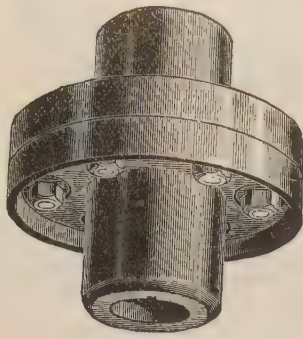
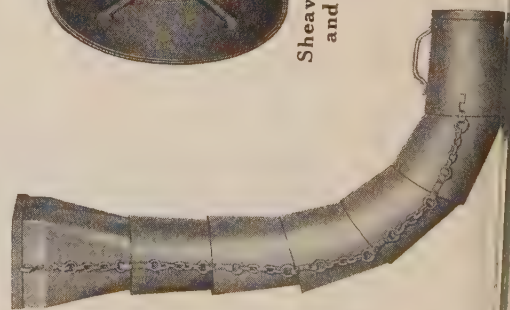
Sprocket Wheels



Salem Steel Elevator Buckets



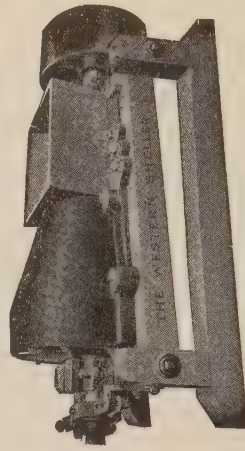
Sheave Wheels and Pulleys



Flanged Face Couplings



"Western" Pitless Sheller



"Western" Regular Warehouse Sheller



WESTERN

comprises every device necessary for the efficient operation of an elevator.

Look over the following and see what you need:

Bearings, Belting, Belt Conveyors, Belt Tighteners, Boilers, Bolts, Boots, Buckets, Bucket Bolts, Boot Tanks, Car Loaders, Car Pullers, Chain Drag Feeders, Cleaners, Cotton Waste, Couplings, Distributors, Dock Spouts, Elevator Heads, Engines, Feed Gates, Feed Mills, Fire Pails, Flexible Spouts, Friction Clutches, Garner Irons, Gears, Grain Samplers, Grain Testers, Grease Cups, Grinders, Indicators, Lace Leather, Link Belting, Manlifts, Perforated Metal, Power Shovels, Pulleys, Rope Drives, Scales, Screw Conveyors, Set Collars, Shafting, Shellors, Speed Indicators, Spouting, Sprocket Wheels, Stay Rods, Steel Legging, Suction Fans, Take-ups, Turnheads, Washers, Wirecloth, etc., etc.

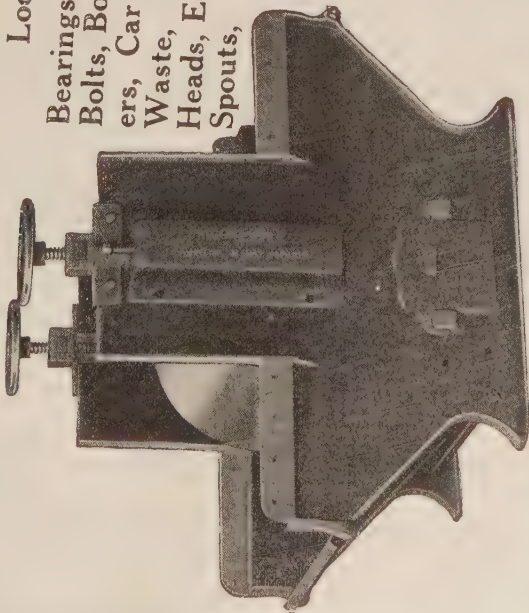
If you handle corn in the South, request description and information concerning our WESTERN Snapped Corn Separator—the solution of the South's corn handling problem.

If you haven't our new Catalog
No. 27, write for it today.

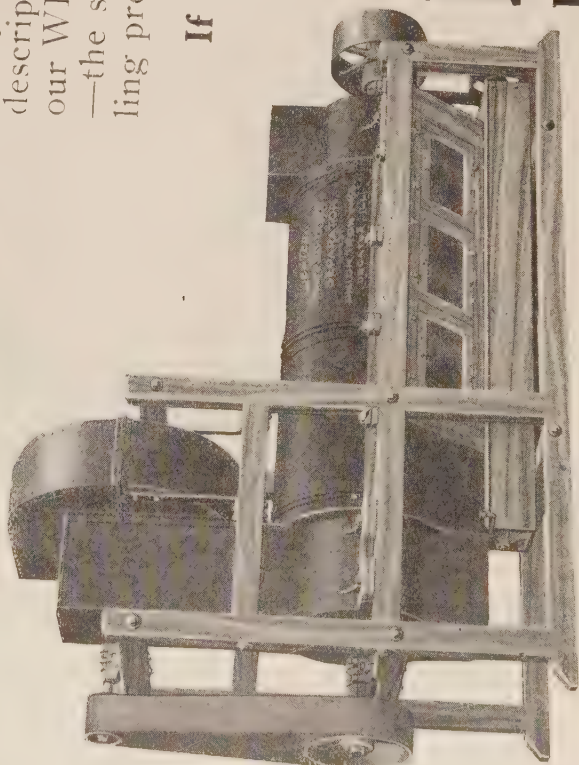
UNION IRON WORKS DECATUR ILLINOIS



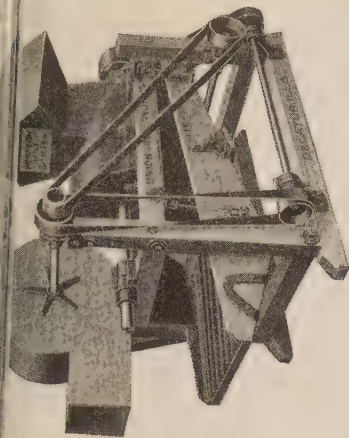
"Western" Friction Clutches



Elevator Boot



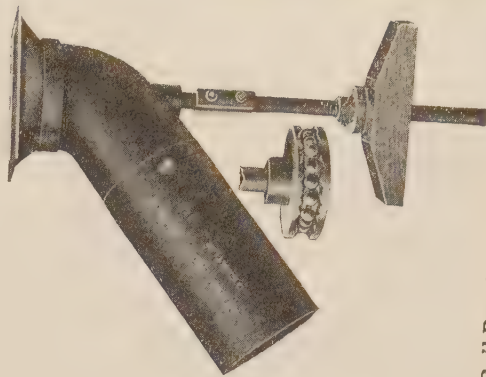
Snapped Corn Separator



"Western" Mill Sheller



"Western" Gyrating Cleaner



Ball Bearing Cast Iron Turn Head



The American Rolling Mill Co.
Middletown, Ohio



Armco Branded Elevators

No matter where you go you will find evidence of the good judgment of builders specializing in elevator construction. There was a time when the specification of good siding and roofing was regarded as uneconomical — partly because elevator construction was in the hands of unreliable builders who cared little about their reputations as builders. But today elevator building is done mostly by responsible men, who have made a study of grain handling, fire losses, and other problems confronting elevator operators. Builders realize their reputation now depends on service as it is reflected in the finished job. American Ingot Iron siding and roofing is playing an important part in the reputation of responsible builders.

It means a clean job. It measures the quality of the builder's work. If a builder specifies Armco branded siding and roofing, he has probably specified the best throughout the construction of the entire elevator.

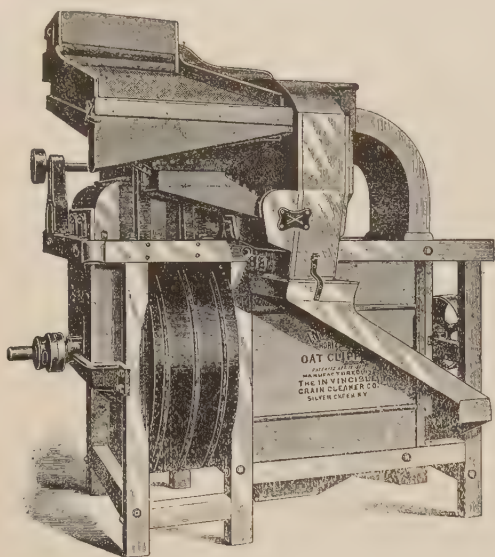
And then it means too, an almost fireproof elevator, because iron siding and roofing properly grounded is proof against lightning, fire from locomotive sparks and outside exposure.

A total of 49% of 881 fires last year could have been prevented by siding and roofing with Rust-resisting American Ingot Iron, properly grounded.



The American Rolling Mill Co.
Middletown, Ohio





Used as a Scourer, as a Clipper, or as a Cleaner only. Three machines for the price of one. Bulletin No. 25 will reveal the facts.

Invincible Grain Cleaner Co.

Silver Creek, N. Y.

HOTEL KUPPER

11th and McGee - Kansas City, Mo.

WALTER S. MARS

Automatic Sprinkler recently installed, making the hotel entirely fireproof

European Plan—\$1.50 to \$4.00 per Day

Excellent Restaurant in Connection

Particularly desirable for ladies—being on Petticoat Lane—center of the shopping district.

Call your Committee Meetings to meet at Hotel Kupper in Committee and Reception Room.

Convenient to All Theatres

Take Independence Avenue Cars at the New Union Station and get off at 11th Street—walk one block east.

Clark's Wagon Load Grain Tables

(ON CARDS)

show the reduction of any weight of grain from 100 to 4090 pounds by ten pound breaks, to bushels of 32, 48, 56, 60, 70 and 72 pounds.

Six tables printed in two colors, on both sides of three cards, size $5\frac{1}{2} \times 10\frac{1}{2}$ inches. Price 65 cents, postage 4 cts

GRAIN DEALERS JOURNAL

305 So. La Salle St. CHICAGO, ILL.

GRAIN TABLES DIRECT REDUCTION

Reduce any weight of grain from 600 to 6590 pounds, by 10-lb. breaks direct to bushels. The pounds are printed in heavy faced type, and the reductions to bushels are shown directly beside the corresponding number of pounds, so it is impossible to get the wrong reduction when reading. Printed from large type on card-board, size $10\frac{3}{4} \times 12\frac{3}{4}$ inches, and sold only in sets as follows:

FORM 4560 DR—For reductions to bushels of 45, 48, 50, 52 and 60 pounds, and 60 pounds with dockage for dirt at 1, 2, 3 and 5 lbs. per bushel, nine tables printed on five cards. Price 50 cents.

FORM 3280 DR—For reductions to bushels of 32, 33, 35, 56, 56 with 1 lb. reduction for dirt, 68, 70, 72, 75 and 80 lbs., ten tables printed on five cards. Price 75 cents.

GRAIN DEALERS JOURNAL

305 So. La Salle St. Chicago, Ill.

HOTELS BALTIMORE MUEHLEBACH

12th Street and Baltimore Avenue
Kansas City, Mo.



HOTEL BALTIMORE
500 Rooms

With the merging of the Muehlebach and Baltimore hotel interests—placing both establishments under one management—these two hotels offer an incomparable service.

JOSEPH REICHL
General Manager
JOSEPH R. DUMONT
Assistant General Manager



HOTEL MUEHLEBACH
500 Rooms

—FIRST IN NEWS!
—FIRST IN ENTERPRISE!
—FIRST IN ADVERTISING!
—FIRST IN CIRCULATION!
The Grain Dealer's Journal

Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

ELEVATORS FOR SALE.

10,000 BUSHEL CAPACITY iron-clad elevator for sale. Located in the heart of the Southern Kansas Wheat belt. Address Wheat, Box 9, Grain Dealers Journal, Chicago, Illinois.

SOUTHERN INDIANA 15,000 Bushel Capacity Elevator for Sale. Handles 75,000 bushels wheat with sides lines. Coal and produce can be added. For complete information address A. H. Richner, Crawfordsville, Ind.

TWO GRAIN ELEVATORS for sale, located in North Central Iowa at adjoining stations. Good grain territory and both handle flour, feed and coal. Side line will take care of operating expense. Both do good business. A mighty good opening for the right man. Write quick. Address Adjoining, Box 5, Grain Dealers Journal, Chicago, Illinois.

CENTRAL WESTERN OHIO Elevator for sale. 20,000 bu. Iron Clad. Private ground and spur. Electric power. In town of 3,000, with first class high school and located in the best grain section of Ohio. Side lines—Coal, Flour, Feed and Salt. Have done a retail business of \$30,000.00 in the last year. New grinder and crusher, new corn sheller and conveyor. Price \$15,000.00. No trades. Address Opportunity, Box 5, Grain Dealers Journal, Chicago.

NOTICE TO BIDDERS.

THE BOARD OF DIRECTORS for the Farmers Equity Elevator Company of Oriska, North Dakota, will receive bids for their Elevator property, fully equipped, and the coal sheds. This is a 50,000-bu. house built in 1915. Terms, highest bidder for cash.

Party buying elevator must also buy \$300.00 worth of Electric Power Stock. All bids must be accompanied by a certified check for \$500.00. Bids must be sealed and mailed to the State Bank of Oriska, Oriska, N. Dakota. Board reserves the right to reject any or all bids.

Bids to be opened at the State Bank of Oriska May 15th, 1920, at 2 P. M.

By Order of the Board of Directors.
Bert Bruns, Secretary.

ELEVATORS FOR SALE.

PROSPEROUS, LONG ESTABLISHED grain, hay and seed business in Colorado, for sale. Good reason for selling. Splendid location with room for expansion. Requires about \$80,000 cash. Address Prosperous, Box 3, Grain Dealers Journal, Chicago, Illinois.

SOUTH DAKOTA 25,000-BUSHEL Elevator for sale. Modern equipment. Electrical power. 6 in. cribbed, 30 ft. square. Located in the heart of the best corn and grain section in the country. Address Section, Box 7, Grain Dealers Journal, Chicago, Illinois.

ILLINOIS CRIBBED ELEVATOR For Sale, 50,000 bus. capacity. Own ground and private switch. In best oats, corn and wheat territory in Illinois. Side lines of Coal, Salt and Feed. Six room cottage included. Doing fine business. Good reason for selling. Address Cribbed, Box 7, Grain Dealers Journal, Chicago, Ill.

WESTERN OHIO ELEVATOR for sale, 15,000 bushels capacity. On private grounds and spur. No competition. Located in fine grain section and doing a good business in grain and coal, salt, flour and feed. Residence property included. Address Western, Box 7, Grain Dealers Journal, Chicago.

SOUTHERN MINNESOTA ELEVATOR for sale. Capacity about 20,000 bushels, with warehouse attached. Exceptionally well built house in fine condition, very good territory and well established business. Handle coal, flour and feed and have good jobbing trade. Address Y, Box 5, Grain Dealers Journal, Chicago.

WANT ADS WORK WONDERS.

They sell elevators, find help and partners, secure machines and engines which you want, and sell those for which you have no further use, and perform a myriad of kindred services for shrewd people who use them regularly. READ and USE THEM.

ELEVATORS FOR SALE.

25,000 BU. CRIBBED elevator in N. D. on Great Northern R. R. with Coal and Flour and Feed business for sale. Address: Chance, Box 9, Grain Dealers Journal, Chicago.

30,000 BU. ELEVATOR for sale, complete with machinery and additional warehouses. Address Coleman State Bank, Coleman, Wisc.

SOMEBODY'S always hunting an elevator, and there is no wrong time of the year to put an ad in the "Elevators For Sale" columns of the Journal.

FOR SALE: The Stryker Elevator, Stryker, Ohio. Population, 1200. Only elevator in town. On N. Y. C. R. R. If interested write S. P. LOUYS, Stryker, Ohio.

FOR SALE: A Real Elevator in a Real Grain Country. 40,000 Bushel Modern Cribbed Elevator in Eastern Nebraska with side lines. Practically new. Address Grain Country, Box 9, Grain Dealers Journal, Chicago.

NEW 18,000 BU. elevator for sale. Well equipped with machinery, in A-1 condition. In good wheat, oats and corn belt. Doing good business. Good reason for selling. Address: Ketchum Elevator Co., Ketchum, Okla.

GRAIN ELEVATOR for sale on the B. & O. R. R.; 15,000 bushels capacity, two legs, electric power, iron clad, metal roof, 14 bins, all cribbed. Everything in A No. 1 shape. Price \$20,000.00. John V. Dirk, Weston, Ohio.

OHIO ELEVATOR For Sale—Good town with good schools and churches, finest farming community, no competition. Electric Power. Good reasons for selling. Address Community, Box 6, Grain Dealers Journal, Chicago, Illinois.

ELEVATOR AND GRAIN BUSINESS for sale. Line of Country Elevators. Central Illinois. Capacity 90,000 bus. Excellent condition. Also good commission business. Price \$30,000.00. Address Troy, Box 5, Grain Dealers Journal, Chicago, Illinois.

INDIANA ELEVATOR For Sale or will trade for farm. 7500 Bushels Capacity. On Lake Erie & Western R. R. Convenient to any or all points, Chicago, Indianapolis, Cincinnati, Ohio, Buffalo, N. Y., or Toledo, Ohio. Doing a good business. Address C, Box 6, Grain Dealers Journal, Chicago.

25,000 BUSHEL CAPACITY ELEVATOR, wood construction, also coal, flour and feed business, for sale. No competition. On Soo line, accessible markets Duluth and Minneapolis. Handles about 100,000 bushels ordinary year. About 100 carloads hay handled this year as sideline. Address Duluth, Box 7, Grain Dealers Journal, Chicago, Ill.

CENTRAL ILLINOIS ELEVATOR located in the best grain country in the State, on the I. C. R. R., for sale. Same in first class condition. 15,000 Bushels Capacity. Electric Power, also 10 Horse Power Gas Engine. Also ground on which the elevator stands 160x100 feet. Price Ten Thousand Dollars (\$10,000.00) if taken soon. Also have big coal trade. Address Gasoline, Box 8, Grain Dealers Journal, Chicago.

ILLINOIS CORN MILL

FOR SALE—One of the best constructed Corn Mills, 5,000 bushels daily capacity, located in the best corn and oats county in East Central Illinois, on three railroads connecting with mill track. This plant has been successfully operated for years and is complete in every detail, with No. 5 Hess Drier and 300,000 bushel elevator. Mill, warehouses, drier, engine and boiler room all brick and fireproof. Elevator cribbed construction, iron clad, composition roof and has 11 dumps. This plant could be easily converted into a Flour Mill. Mixed Feed, Oat Meal Mill or any other grain manufacturing enterprise. Excellent town of 10,000, county seat. Also

Two Country Elevators

one six miles west of main plant, the largest dump elevator in the country—42 dumps, capacity 300,000 bushels, and one five miles north of main plant, 21 dumps, capacity 150,000 bushels, all located on private ground with large trackage. This county is one of the best grain counties in the state, consequently large receipts direct from farmers, also big demand for ground feed. The very best shipping facilities and rates with milling in transit and grain transit rates on New York Central and Penn railroads.

This is an excellent proposition and has never before been offered for sale, location and plant must be seen to be appreciated. Satisfactory reasons for selling. To any one interested detailed information will be given.

Address: Corn Mill, Box 9
Grain Dealers Journal Chicago, Ill.

ELEVATORS WANTED.

WANTED TO BUY for Cash—Fifteen to Twenty Thousand Bushel Elevator in good corn and wheat belt. Kansas or Nebraska preferred. J. G. Price, Cordell, Oklahoma.

WANTED—10 to 20 thousand capacity Elevator in Northern Indiana or Ohio in exchange for 123-acre farm in Northern Ind. Address Farm, Box 8, Grain Dealers Journal, Chicago.

WANT TO BUY ELEVATOR located preferably on water and rail at a terminal point. Address Terminal, Box 9, Grain Dealers Journal, Chicago, Illinois.

LINE OF ELEVATORS Wanted to manage on a per cent or a brokerage office.

JOE EICKER.

905 N. Plum St., Hutchinson, Kansas.

WILL BUY GOOD ELEVATOR with side lines, preferably near Milwaukee, Chicago or Minneapolis. In answering give full particulars, price, location, capacity, etc. Address Minneapolis, Box 8, Grain Dealers Journal, Chicago, Ill.

ELEVATOR BROKERS.

JOHN A. RICE, exclusive elevator broker, Frankfort, Indiana.

IF YOU WANT to sell or exchange your property, write to me. John J. Black, 57th Street, Chippewa Falls, Wis.

ELEVATOR BUYERS SAVE TIME AND MONEY BY WRITING ME WHAT YOU WANT. I HAVE IT OR WILL GET IT. NAT CLAYBAUGH, elevator broker, Frankfort, Ind.

BUSINESS OPPORTUNITIES.

SEED BUSINESS FOR SALE. Doing \$50,000 business a year. Good clean stock. Large live mailing list. Established 17 yrs. Address Leifer Bro. Seed Co., Little Rock, Ark.

I WILL SELL my 320 Acre Iowa Farm located two and one-half miles and three and one-half miles from two good towns, on good terms. This farm has good buildings and is well tilled. Will take a good elevator in trade as part payment. For full particulars write Box 173, Elma, Iowa.

GRAIN AND COAL BUSINESS For Sale. A live and going business well established, run on a cash basis, with good trackage property, well improved, with Grain House, elevating machinery, barns, warehouses, etc., for handling a wholesale and retail business. Located in modern little city of Panhandle of Texas. Center of shallow water, irrigating belt. Big crops moving. Price and terms easy. Two good seasons will pay property out. Address Box 145, Plainview, Texas.

OFFICE SUPPLIES.

SAFES—Large stock of new and used safes on hand. Protect your valuable papers. Prices reasonable. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

FOR SALE—Burroughs, Wales, American, Dalton, Standard, etc., adding machines, half retail prices, fully guaranteed. Typewriter bargains, all makes. Get illustrated catalog and bargain list. Minnesota Typewriter Exchange, Department G, 236 Fourth St. South, Minneapolis, Minnesota.

MACHINE WANTED.

SECOND HAND No. 2 or No. 3 Barnard & Leas single cylinder rolling screen wanted, for scalping corn from cobs. Must be in first class condition.

Loughry Bros. Milling & Grain Co., Monticello, Indiana.

MALE HELP WANTED.

TRAVELING REPRESENTATIVE for Missouri Wanted.

ELMORE SCHULTZ GRAIN CO.,
St. Louis, Mo.

EXPERIENCED GRAIN AND IMPLEMENT Manager Wanted. Steady employment. Also elevator and repair man. Address Implement, Box 9, Grain Dealers Journal, Chicago.

EXPERIENCED GRAIN BUYER Wanted to manage Elevator in Northwestern Indiana. In writing give age, experience, salary expected. Must furnish references. Good position for the right man. Address Guy, Box 8, Grain Dealers Journal, Chicago.

WANTED—Experienced Elevator Man capable of operating transfer elevator with 500 bus. grain drier. Capacity 10 cars daily.
The Stritmatter Grain & Milling Co.,
Portsmouth, Ohio.

EXPERIENCED GRAIN MAN Wanted for Merchandising Grain for a large grain firm in a large terminal market. Must be a man of experience and ability. Address X. Y. Z., Grain Dealers Journal, Box 8, Chicago.

MANAGER WANTED for Farmers Elevator handling Lumber, Grain and Coal. Must be experienced. Prefer married man. Give references, state experience and salary expected in first letter. Address Secretary, Box 8, Grain Dealers Journal, Chicago.

MANAGER WANTED—For our track buying and cash grain merchandising department. Must be experienced and well recommended. Good salary and in addition a per cent of profit. Address Merchandising, Box 9, Grain Dealers Journal, Chicago.

MAN WANTED to work at Elevator or to buy an interest in same and work and draw weekly salary. A good proposition for the right man. Write

ELROY GRAIN CO.,
R. F. D. 1, Ansonia, Ohio.

YOUNG MAN WANTED—20 to 25 years old, unmarried, as Bookkeeper for large Oklahoma Grain Firm. Should have experience in this line. Position open right now. Your future depends upon yourself. In replying state age, experience, references and lowest salary.

SUN GRAIN & FEED CO.,
Guthrie, Okla.

EXPERIENCED GRAIN SOLICITOR Wanted with wide acquaintance among shippers in Iowa, Minnesota and South Dakota to represent well established grain commission company. Address with full particulars, references and salary expected, Shippers, Box 9, Grain Dealers Journal, Chicago, Illinois.

WANTED—An Elevator Man who is honest and will work; who can see our interests as well as his own and the other fellow's; who understands elevator machinery and steam engine thoroly. To such a man, permanent well paying position is open in Southern Illinois town of 500. Address Honest, Box 8, Grain Dealers Journal, Chicago, Ill.

BAGS FOR SALE.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheeting or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid.
WM. ROSS & CO., 409 N. Peoria St., Chicago.

ENGINES WANTED.

USED GASOLINE OR OIL ENGINE, 25 hp.. Wanted. Standard make. Must be in good condition.

KIRKPATRICK GRAIN CO.,
Kirkpatrick, Ind.

GASOLINE OR KEROSENE Engine Wanted, 20 to 25 h. p., prefer standard make, must be good machine, no old worn out machine wanted.

BLISH MILLING COMPANY,
Seymour, Indiana.

SITUATIONS WANTED.

AS MANAGER of Farmers Elevator in Iowa. Fourteen years' experience. Have managed Farmers Companies successfully. Address Box 206, Parkersburg, Iowa.

POSITION Wanted as Manager in Illinois town with high school. 20 years successful experience. Address Box 83, Hotel Green, 603 S. Wabash Ave., Chicago, Ill.

POSITION WANTED in Grain Business. I have managed Branch Elevators. Have traveled. Sold grain, feed and oils—kerosene and gasoline. You can investigate my past record. Address A. T. Jones, Covington, Okla.

SITUATION WANTED with Farmers Union Elevator handling lots of grain and paying proportionately large salary. Have had 19 years' experience in the grain business and am a willing worker. Address Willing, Box 9, Grain Dealers Journal, Chicago.

POSITION WANTED as second man in a good Farmers Elevator where opportunity would be afforded for thoroughly learning business. Have had grain and lumber experience. Advise salary first letter. Can furnish best references. Address Learning, Box 7, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED in the Grain Business; 15 years' experience managing line and private country stations in Illinois. Have traveled as solicitor six months. Not afraid of work. Thirty-seven years of age. Open for position June 1st. Salary \$150.00 per month. References—Gilt Edge. Address Solicitor, Box 8, Grain Dealers Journal, Chicago.

SITUATION WANTED as traveling solicitor or representative for a good grain firm where there is a future. Am well acquainted with the grain trade. Have managed elevators for seven years. Married, 27 years old. Can give A-1 references. Am at present employed but want to change. Illinois preferred. Address Future, Box 9, Grain Dealers Journal, Chicago, Illinois.

POSITION WANTED with Farmers Elevator or line elevator in Colorado. 4 years' experience managing line elevator. Best of references. Am also first class bookkeeper. Address Morgan, Box 9, Grain Dealers Journal, Chicago, Ill.

COLLEGE MAN, 40 years old, good address—16 years' experience in all phases terminal grain business in middle west, also east. Have specialized in the physical operation of terminals, also consignments and the traffic department. Now employed as manager large terminal elevator. Would consider change with good future. Unquestionable references. Address College, Box 9, Grain Dealers Journal, Chicago, Illinois.

SCALES FOR SALE.

NEW AND REBUILT scales of all kinds. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

LATEST TYPE 12 BUSHEL Avery Automatic Scale for sale. Out of use account of enlarging elevator.

GOOCH MILLING & ELEVATOR CO.,
Lincoln, Nebraska.

500 BUSHEL FAIRBANKS Hopper Scale \$250.00; 500 bushel Monarch Hopper Scale, \$150.00; 500 bushel U. S. Hopper Scale, \$125.00.

Richardson Scale Co., Wichita, Kans.

SCALES REPAIRED AND SOLD

50 wagon scales, capacity from 4 to 15 ton. Any size platform in following makes: Fairbanks, Howe, Buffalo, Standard and Columbia. Each scale that leaves our factory is thoroly overhauled and tested and guaranteed to be correct. We furnish competent men for outside work.

COLUMBIA SCALE CO.
2439 N. Crawford Ave. - - - Chicago, Ill.

MACHINES FOR SALE.

TWO NO. 8 Boss Car Loaders Complete. For Sale. Good as new. Address A. H. Richner, Crawfordsville, Ind.

NO. 4 INVINCIBLE Double Receiving Separator Silver Creek Wheat and coarse grain sieves, good as new. Address Box 137, Champaign, Illinois.

DO YOU want a machine or machinery? Have you a machine or machinery which you do not use or do not want? Do you enjoy having discarded machines and machinery laying around in your way, to rust out, or would you prefer to exchange it for elevator supplies you need? Use this department. Get what you want. Put your idle capital to work.

REAL BARGAINS.

Prompt Attention. Quick Shipments. When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses stock, and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.

Geo. J. Noth, Mgr.,

9 S. Clinton St., Chicago, Ill.

SECOND HAND Machinery For Sale:

One Erie City Ninety horsepower boiler in good condition.

One Ellis Grain Drier, capacity 350 bushels per hour, in first class condition. This is a good drier and it will pay you to investigate it.

One Richardson Automatic Scale, capacity 1500 bushels per hour. This scale is in good condition.

One No. 9 Oat Clipper, made by Huntley Manufacturing Co., Silver Creek, N. Y.

One No. 6 Cleaner made by the same people.

1—35 horse power motor, 220 Volt, 60 cycle, 2 phase.

1—10 horse power motor, 220 Volt, 60 cycle, 2 phase.

1—7 horse power motor, 220 Volt, 60 cycle, 2 phase.

1—5 horse power motor, 220 Volt, 60 cycle, 2 phase.

These are good machines and have been used but very little.

RISSEY-ROLLINS CO.,
Kankakee, Illinois.

MACHINES FOR SALE.

WILL YOU BUILD CONCRETE BINS? We have for sale, cheap, 125 second hand jacks for this purpose. Address Concrete, Box 2, Grain Dealers Journal, Chicago.

FOR SALE: BIG LOT of elevator belting and cups, No. 9 Clipper, No. 1 Monitor Receiv'g Separator, Elevators, Shafting, Pulleys and Hangers. 20 carloads of everything in the elvtr. and milling line. A. D. Hughes Co., Wayland, Mich.

1 NO. 2 JOLIET Corn Sheller for sale, perfect mechanical condition, practically new, has shelled only 10,000 bu. corn this season. Reason for selling have quit shelling corn. A bargain at \$500.00 f. o. b. Fayetteville, Tenn. Quick sale, need the room. Thornton Grain Company, Fayetteville, Tenn.

FOR SALE:

One 800 bu. Howe Hopper Scale.

One 4½ hp. Old Gasoline Engine.

274—9x5 elevator buckets.

Pulleys, shafting, sprocket chain, etc.

All in good second hand condition.

Ellsworth Mill & Elevator Co.,

Ellsworth, Kansas.

BOWSHER MILL for sale. Also—
9x24 Barnard and Leas, 3 pairs high, feed roller mill.

The above in good condition.

Reason for selling, have discontinued feed business.

DROGE ELEVATOR COMPANY,
Council Bluffs, Iowa.

SECOND HAND Machinery For Sale:

One No. 4 Invincible Special Close Scouring and Separating Machine Single.

Two No. 6 Invincible Double Special Close Scouring and Separating Machines.

Two No. 38 Perfection Dust Collectors.

One No. 35 Perfection Dust Collector.

One No. 25 Perfection Dust Collector.

One No. 23 Perfection Dust Collector.

Three No. 15 Perfection Dust Collectors.

Five No. 6½ seventy-two inch twelve section Universal Bolter, 50 extra sieves each.

Three seven-foot by thirty-two inch round reel Flour Dressors.

Four Reliance Flour Packers, Tubes and Augers for barrels 98s—48c and 24 pound sacks.

One No. 6 Invincible Milling Separator.

On Barnard & Leas Packer for 98s & 48s.

One Case 9 by 30 Roller Mill with Girard Roller feeder.

One 9 by 18 three high Nordyke Marmon Corn roll.

One Columbia First Break Feed Governor 45 bushels per hour.

One First Break Feed Governor, 90 bushels per hour.

One Hercules Bran Packer.

Two 30 Inch ABC Steel Plate Exhaust Fan.

THE ARKANSAS CITY MILLING CO.,
Arkansas City, Kansas.

MILLS FOR SALE.

FLOUR MILL For Sale, 100 barrel capacity, now operating in good live Southern town. A-1 Location. Address C. C. Co., Box 8, Grain Dealers Journal, Chicago, Ill.

60 BARREL FLOUR MILL For Sale. Located in one of the best towns in Ohio in a fine farming and dairy section. Lots of local wheat. Mill in operation every day. Located in town with side track to mill. One of the finest locations and best paying business to be found anywhere. Address Flour Mill, Box 9, Grain Dealers Journal, Chicago.

TO BE SOLD AT SHERIFF'S SALE.

The one-half interest in the Blue Hill Mills, Blue Hill, Neb., will be sold at Sheriff's Sale at Red Cloud, Neb., at the Court House door, two o'clock the afternoon of May 19th.

The mill has 75 bbls. daily capacity, and is equipped with Noye rolls, Eureka Scourers, Mitchell Air Belt, Silver Creek Separator and Scourer and Bran Packer, John Smith Purifiers, Great Western Controllable Sifter and Mitchell Park Dust Collectors.

The plant consists of 60 hp. four valve Atlas Engine, and a 60 hp. Atlas Boiler. However, a motor was installed last year, and the mill is now being operated by electric power. Alsop Bleacher is also being used.

The storage capacity is 6,000 bushels with a controllable dump and scale in the office. The flour warehouse has a capacity of four to five cars of flour and feed. The mill is located by the Burlington right of way, the cars are loaded through a chute direct from the mill. For further particulars address M. Jagger, Cashier, Chariton Bank, Worthington, Mo.

ENGINES FOR SALE.

FOR SALE: Fairbanks Morse 20 hp. Gasoline Engine in good condition. Will sell cheap for cash. Address Glen E. Beigh, Republic, Ohio, Box 12.

25 H. P. MOGUL KEROSENE ENGINE, good running order; 2 Barnard & Leas Warehouse Sheller, new; pulleys, shafting, belting, for sale. Sergeant Bluff Farmers Elevator Co., Sergeant Bluff, Iowa.

FOR SALE: Three 18-h.p. Lauson Oil Engines, in good running order, only been used about three months. Also one 14 H.P. Lauson Oil Engine, brand new, never been set up. Anyone needing such power can get a bargain by corresponding with The Farmers Elevator Company, Metcalf, Illinois.

32 H. P. FAIRBANKS Kerosene Engine For Sale. In good running order. Address THE SCOULAR-BISHOP CO., Superior, Nebraska.

LEATHER RUBBER BELTING CANVAS STITCHED

An Enormous Stock of New and Used Power Transmission Machinery, Belting, etc.

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Send for No. 18A BARGAIN PRICE LIST

Big Stock

We have the Largest Stock of 2nd Hand Flour Mill and Elevator Machinery in the World.

Belting, Pulleys, Shafting, Elevator Buckets and Conveyor Bolting Cloth and Roll Grinding.

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THE MILL SUPPLY HOUSE
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GRAIN DEALERS JOURNAL

305 So. La Salle St., Chicago, Ill.

Gentlemen:—In order to keep us posted regarding what going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find Two Dollars for one year.

Name of Firm.....

Capacity of Elevator.....

Post Office.....

..... bus. State.....

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Wm. E. Busgers & Co., European fancy natural gr. sds.

ATCHISON, KANS.

Manglesdorf Seed Co., The, wholesale seeds.

BALTIMORE, MD.

Belt Seed Co., The, importers & exporters seeds.
Wm. G. Scarlett & Co., wholesale seed merchants.

BELFAST, IRELAND.

McCausland, Sam'l, Ryegrass & Dogstail.

BUFFALO, N. Y.

Stanford Seed Co., Inc., The, wholesale field seeds.
Whitney-Eckstein Seed Co., wholesale seeds.

CHICAGO, ILL.

Dickinson Co., The, Albert, seeds.
Illinois Seed Co., The, grass and field seeds.
Johnson, J. Oliver, seed merchant.
Continental Seed Co., seed merchants.

CINCINNATI, OHIO.

McCullough's Sons, The J. M., field and garden seeds.

CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.
Crawfordsville Seed Co., seed merchants.

DES MOINES, IA.

Iowa Seed Co., buyers and sellers.

EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

FARIBAULT, MINN.

Farmer Seed & Nursery Co., seed corn & grass seeds

INDIANAPOLIS, IND.

Southern Seed Co., field and garden seeds.
Indiana Seed Co., The, grass and field seeds.

KANSAS CITY, MO.

Harnden Seed Co., field & grass seeds.
Missouri Seed Co., wholesale exports and imports.
Peppard Seed Co., J. G., wholesale seeds.
Rudy-Patrick Seed Co., wholesale seeds.

LAWRENCE, KANS.

J. Underwood & Son, grass and field seeds.

LINCOLN, NEB.

Griswold Seed & Nursery Co., seed merchants.

LOUISVILLE, KY.

Hardin, Hamilton & Lewman, grain & field seeds.
Louisville Seed Co., clover & grasses.
Wood, Stubbs & Co., grass & garden seeds.

MERIDIAN, MISS.

Kimbrough Mitchell Seed Co., Southern seeds.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.
Kellogg Seed Co., grass and field seeds.
L. Teweles Seed Co., field seeds.

MINNEAPOLIS, MINN.

Dickinson Co., The, Albert, seeds.
Minneapolis Seed Co., seed merchants.
Northrup, King Co., wholesale seeds.

NEWBERN, TENN.

Cole Seed Saver Co., Japan clover wholesale.

NEW YORK, N. Y.

Loewith Larson & Co., grass & field seeds.
Doughten, Inc., H. W., grass & field seeds.
Nungesser-Dickinson Seed Co., wholesale seed merchants.
Radwaner Seed Co., I. T., fld. & gr. seeds, ex. impts.

OKLAHOMA CITY, OKLA.

State Seed Co., The, garden & field seeds.

PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, wholesale field seeds.

ST. JOSEPH, MO.

Chesmore Seed Co., field seeds.

ST. LOUIS, MO.

Schleser, F. & G. S. Co., A. W., seed merchants.
Manglesdorf, Ed. F. & Bro., wholesale field seeds.
Newman & Malkemus, grass and field seeds.

ST. PAUL, MINN.

Jameson Hevener Co., shippers of field seeds.

SELMA, ALA.

Geo. M. Callen, seed grasses & hay.

TOLEDO, OHIO.

Flower Co., The, S. W., seed merchants.
Hirsch, Henry, whole. flour, seed.
Toledo Field Seed Co., The, clover, timothy.

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Rees Bros. Seed Co., fld. seeds, alf., kaffir, sweet corn.

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TIMOTHY, RED CLOVER, SWEET CLOVER, CERTIFIED GRIMMS ALFALFA SEED, KENTUCKY BLUE GRASS, SOLID SEED, RED TOP.

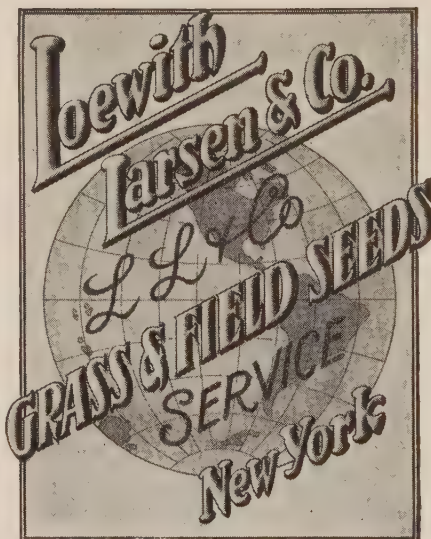
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CORN, WHEAT, Barley, Seed Screenings, Oat Clips and Elevator Offal. Send average sample. Geo. B. Matthews & Sons, 420 South Front Street, New Orleans, Louisiana.

OFF-GRADE WHEAT, BARLEY, Corn or Oats, Wheat Screenings, Corn Screenings, Corn Bran, Oat Screenings, Oat Clippings, Barley Screenings, Barley Chaff or elevator screenings of any kind wanted. Please send samples. B. J. Burns, 324 Chamber of Commerce, Buffalo, N. Y.



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TERRE HAUTE, INDIANA



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CLOVERS

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Wholesale Seed Merchants
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FIELD AND GRASS
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CHICAGO

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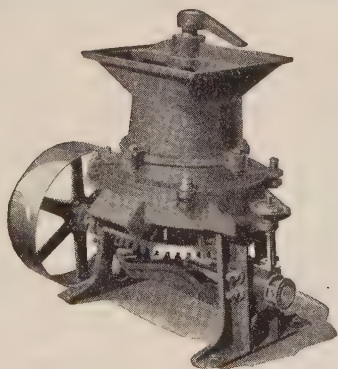
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Red Clover
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Alfalfa
Sweet Clover
White Clover
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AS PIONEERS in the manufacture of rubber belting for elevating and conveying grain, we feel that we are in better position than other manufacturers to cater to the needs of grain elevator owners. The world's largest grain elevator, many of the larger terminal elevators and scores of country houses use our Elevator Belting. It is warranted to run perfectly smooth and true on pulleys, and can be depended upon at all times to do the work required.

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SEEDS ANY and EVERY
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HARDY NORTHERN GROWN SEEDS OUR SPECIALTY

ASK OUR BIDS BEFORE SELLING. BUYERS, RECLEANERS, SELLERS. WRITE OR WIRE FOR SAMPLES AND PRICES.

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GRASSES, FORAGE SEEDS, SEED GRAINS, PEAS, BEANS AND SCREENINGS

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WHOLESALE
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SPECIALTIES
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And A Full Line Of Seeds
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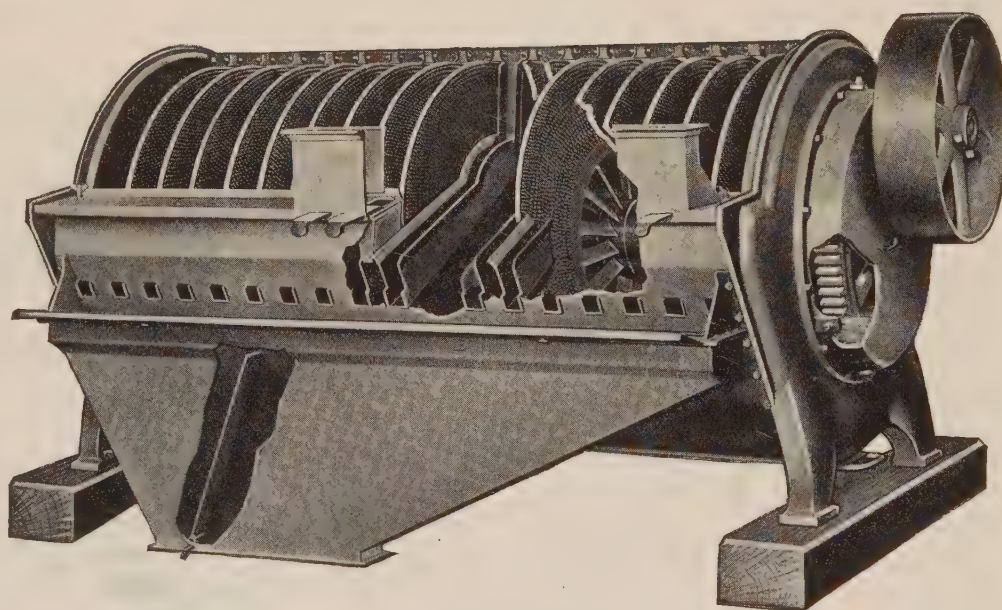
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and Sell
all Varieties
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The Albert Dickinson Co.
MINNEAPOLIS CHICAGO

CLEAN To No Dockage

For years this has been the ambition of every grain elevator operator. Heretofore it was not considered worth while to clean to no dockage—due entirely to the great amount of cleaning, to obtain this result, by other methods. Invariably elevator men would accept the inevitable, and stand a small dockage rather than attempt to clean down to no dockage. This condition has existed because they have not had simple equipment that would perfectly separate wheat from oats and barley in one operation. This can be done with a

New Carter Disc Separator



A Rotary Separator

Occupying but little floor space and requiring only a small amount of power to operate. It is in operation in many of the larger mills and elevators. Its popularity is due to:—its simplicity; its freedom from vibrations; its lack of attention and upkeep, and the fact that it is all enclosed so that no dust arises; its perfect separations. Our catalog—illustrated—will give you more complete information regarding the New Carter Disc Separator. Write for your copy today.

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607 5th Avenue, So. MINNEAPOLIS, MINN.

GRAIN DEALERS JOURNAL

Published on the
10th and 25th of Each Month at
305 So. LaSalle Street, Chicago, Ill., U. S. A.
Charles S. Clark, Manager

SUBSCRIPTION RATES to United States, semi-monthly, one year, cash with order, \$2.00; two years, \$3.60; three years, \$5.00; single copy, 15c.

To Foreign Countries within the Postal Union prepaid, one year, \$3.25; to Canada, \$2.75.

THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked-Answered" department. The service is free.

CHICAGO, MAY 10, 1920

SPEED REDUCTIONS are now being effected with great efficiency and less waste of power than ever, through the medium of silent chain drives and reduction gears.

SOME builders are speeding up the receiving capacity of large elevators by providing all large closed bins with two or more openings, so grain can be delivered to it from several spouts simultaneously.

WHILE THE COST of materials needed in the construction of a reinforced concrete grain storehouse of a given capacity may be more than one of wood, still the cost of erecting and maintaining wood is so much greater few grain dealers favor it.

WHEN PLANNING your new elevator, do not overlook the fact that the reinforced concrete houses seem to withstand the tornadoes, whether they are empty or full, while the wood houses invariably suffer great damage if near the course of the storm.

RAILROAD Claim Agents seem to be determined not to pay any grain claim they can avoid, so it will be necessary for grain shippers to press their grain loss and damage claims more persistently than ever in order to convince the railroad bluffers they mean to insist on the payment of all just claims.

MORE CONCRETE ELEVATORS are being erected at country points this year than ever, indicating that grain dealers generally are not disposed to hesitate at cost. They recognize the need of having up-to-date facilities, and the advantage of having an elevator which will bid defiance to wind and fire, whether empty or filled with high priced grain.

ONLY 21 more days of the U. S. Grain Corporation, unless Senator Gronna of North Dakota faces about and induces Congress to enact legislation prolonging the grain trade's agony.

INTEREST RATES are soaring so high, country merchants owe it to themselves to charge interest on all advances, as well as on open book accounts. They cannot get operating capital without paying interest, and unless they charge interest, their profits will soon be wiped out by their own interest payments.

SPECULATION IN SUGAR will be stopped (?) if the fool bill introduced by Representative Howard of Oklahoma becomes a law. If one-half the crazy propositions introduced in Congress did become laws, even the dogs would be running around in circles in hope of getting bearings on their whereabouts.

POURING CONCRETE for drier house and purifier tower at same time bins are poured, is suggested by one of the contributors to this number, as an easy means for greatly reducing the cost of constructing these necessary adjuncts to the modern elevator, and surely the economy is a most practical and desirable one.

MANY CARS of grain unloaded in terminal markets during rainy April contained much growing grain, proving that many shippers fail to give car roofs much needed attention. Old worn out cars must be given thoro inspection and complete repairs if they are to transport grain to destination without leakage or damage. Sprouted grain does not grade well.

LARGE VENTS from tops of scale hoppers and garners up thru roof of cupola not only reduce back pressure upon grain falling into these receptacles, but make it possible to keep more of the dust confined with the grain, thus reducing the dust explosion hazard of the house and the bronchial irritation of employees.

WELL LIGHTED BASEMENTS in both working houses and under nests of storage tanks are gaining in popularity. One St. Louis miller, whose steel hopper concrete bins give much room in basement, has utilized the space for storing flour during present car scarcity. While this is not the original intent of this form of bin basement, still, in emergency, it comes in handy. With high bin bottoms, the basement story can be kept open and so well ventilated as to prevent the accumulation of dangerous dust.

CROP FORECASTS emanating from official European sources are being circulated in America purely for effect on the market price of the new United States crop. Having cleaned up the Argentine crop our former allies hope to throw a scare into North American wheat growers, and pick up some cheap wheat. All doubts as to their misleading propaganda are removed by the Paris dispatch of May 11 to the effect that "The French crop outlook for this year is so good that agricultural experts believe the wheat harvest will come close to meeting the nation's full requirements." Pure fiction.

LARGE EXHAUST pipes for internal combustion engines are always preferable, as the back pressure and heating are less and the chance of fire is more remote. An explosion in the exhaust box of North Dakota elevator emphasizes the advantage of exhausting into the open and of keeping exhaust away from wood.

THE LEVER ACT, which is designed to check so-called profiteering, and to authorize autocratic regulation of dealers in foodstuffs, will remain in force until peace is formally declared. However, there is nothing in the Act which is likely to discourage buyers for European governments exercising every ingenuity to play with our wheat market as suits their own advantage. Look out.

SHIPPING SCALES that can be relied upon must be installed in every elevator of operators who desire to have carriers accept their weights as correct, when the destination weights show a loss. The ruling of the Interstate Commerce Commission, in docket 9009, makes it necessary that every elevator operator have a shipping scale that he can depend upon at all times for correct weights.

THE DISTRIBUTION OF CARS among dealers at country stations is causing much dissatisfaction, as it always has done. Each dealer whose house is full of grain is naturally anxious to move it to market, so that he may get his money and reduce his interest and insurance charges. Whenever we have had a long scarcity of cars, this trouble has always arisen at stations where the dealers were not working in perfect harmony and willing to insist that their competitor should be given his fair share. The solution of the problem is in the hands of the shippers themselves.

THE RAILROADS have been regulated and ruled so long by Government officials not interested in transportation efficiency or results, that they are now now too badly crippled to give the public the service needed. The railroads' request for Government loans aggregating \$625,000,000 might assist them to greatly improve their equipment, but it would also greatly increase their investment and necessitate another advance in freight rates. When freight rates are fixed on the basis of invested capital, plus a certain percentage for renewals and upkeep, the shipping public may get better service without loans to the railroads by the Government.

WHEN SELECTING the machinery for your new elevator, do not overlook the fact that many plants are running today which were built twenty-five and thirty years ago, and it is reasonable to expect that the elevators being built today will last as long, if not longer, than any of the houses erected in early days of bulk handling at country stations. Antiquated machinery of any kind is out of place in a grain elevator designed to handle three-dollar wheat, two-dollar corn and dollar oats. All grains are now so valuable that the elevator man must, in fairness to his pocketbook, equip his plant with the best and most dependable machinery obtainable for handling, improving, and cleaning grain before sending it on its way to market.

WHEN GIVING YOUR ELEVATOR its annual overhauling for more efficiently handling the new crop, be sure to get a fresh consignment of cordial courtesy, that farmer patrons may be pleased to visit your elevator, even tho they have nothing to sell.

MACHINES crowded into dark corners of an elevator basement, where they cannot be easily inspected at frequent intervals, are surely not advantageously placed. No machine can be depended upon to give satisfactory results unless it be inspected frequently and adjusted to meet the varying needs of grain being handled.

GOVERNMENT OPERATION of the telegraf and telephone companies during the war is now admitted by the Postmaster General to have cost over \$14,000,000 in excess of the receipts. More bills may come up later, but this is the known deficit at present. Champions of Government operation of all public utilities should study closely the final report of how the loss was made.

MAN LIFTS AND BELT ELEVATORS have proved such efficient leg savers, no progressive builder now thinks of planning a new elevator without providing easy access for all workmen to the highest floor of the cupola. Experience with ladders and narrow stairs leading up through dark, dusty holes in the ceiling, has proved that the average elevator workman will each day do much more and better work in an elevator equipped with these time and labor savers than in any old-time plant not so equipped.

AN ILLINOIS SHIPPER complained at the annual meeting, that the railroads occasionally asked for correction of their freight bills long after the shipment reached destination and was forgotten, but their searchers never admit finding an error in favor of the shipper. This is the experience common to all shippers. It is up to the shipper always to know what is the correct rate and to insist on the refund of any amount assessed in excess thereof. Some associations of retail implement dealers have profited greatly by maintaining a freight adjustment bureau for collecting overcharges in freight rates due members. The railroads need money and they are going to get it by fair or foul means, so it is up to every shipper to maintain a vigilant guard.

GRAIN GRADING at country elevators is made more necessary by the high values now prevailing in central markets than ever, and often the accurate grading of purchases will insure a profitable purchase. Many country elevator men have always done business on a very narrow margin, or at a loss, simply because little of their grain was bought right. Laxity in grading farmers' offerings may increase the ease with which the grain is purchased, but at the same time it will increase the difficulty of selling the grain at a profit. Samplers, mixers, balances, and moisture test which can be depended upon for accurate results, are necessary equipment for every country elevator operator. Without them, he must flounder around in indefiniteness, while with them he will know exactly what is offered and what he has to sell.

MANY MILLIONS are now tied up in all kinds of products which had been sold but cannot be delivered, because switchmen are unwilling to seek an increased wage through the channels established by the Government. They prefer to follow the old dictatorial policy of striking and bulldozing the place takers.

TRUCK DUMPS are being installed so rapidly in many sections of the country, the farmers must have a corner on the Government's cast-off army trucks. At any rate, they are buying trucks so rapidly that the elevator men recognize the advantage of being prepared to receive grain from them quickly and easily.

NORTH DAKOTA seems determined to build terminal elevators primarily for the purpose of stopping the grain of that State on its way to the ultimate consumer, and thereby adding one more handling and storage charge to the cost of marketing the State's products. If one terminal elevator, designed primarily for the purpose of taking grain out of cars and loading it back into other cars, is good for the producers of North Dakota, then the State should build one large house on every line of railroad leading out of the State. If the producers of one section are entitled to the doubtful benefits of this service, then all are.

THE ECONOMIES and efficiencies worked in new modern elevators frequently offset much of the cost of a modern plant. One new plant at Peoria, illustrated in this number, contains one hundred and twenty-five individual motors connected so as to facilitate each motor being shut off when not needed and the expense of operation reduced. The reduction in the cost of installation and in power are both attractive but the convenience of operation is such as to cause most superintendents to ignore entirely the cost. The long lines of shafting in the cupola, which were always getting out of alignment, are no more, and no one with modern ideas would think of installing an old time equipment for transmitting power.

INVESTIGATION of the advantages and disadvantages of the metric system by the American Commission working to standardize screw threads and screw products has disclosed the fact that 80% of the world's screw products is on the inch basis. While England has legalized the metric system few people use it and every attempt to bring about its compulsory use meets with sharp rebuffs. The people who prefer the metric system are privileged to use it wherever they trade, however the inconvenience of changing and the disadvantages of the metric system may make it extremely difficult to hold old customers or secure new ones. Experts who have gone into the matter thoroly claim the great expense and inconvenience is prohibitive. Even tho the Government did attempt to force the use of the metric system, its disadvantages would prove so disconcerting that the people would soon insist upon returning to our present system of weights and measures. The replacement of present facilities for determining weight or measure would take many years and prove a perpetual handicap to trade.

COUNTRY ELEVATOR OPERATORS are directly interested in every farmer having help needed to conduct his grain producing operations, and it is to the interest of both that the farmer's needs be communicated to city employment agencies, which have long lists of idle loiterers who might be induced to spend a few days on the farm. Without plenty of grain to handle, the elevator man cannot earn his ground rental.

NONE of your mail is arriving with its usual promptness. Everyone is suffering from the delays and errors due to the inefficiency of the Post Office Dept. and will continue to suffer until Congress makes an earnest effort to improve the service. The express strike placed an unexpected burden upon the parcels post division, but all divisions are badly crippled and little permanent improvement can be expected until Congress comes to the rescue of the department. Write your Congressman about the poor service.

THE FLOOR SPACE as well as the vertical space needed by various machines used in grain elevators and feed mills can always be determined with much advantage to the designers in advance of planning the building. One architect of wide experience, who was recently crowded to the limit to get his design so that material could be ordered before the approaching rise in prices, admitted, with much chagrin, that he had been forced to do a number of things, in completing his plans, which would not have been tolerated had the rushing market given a fair opportunity for a careful consideration of all the different factors entering into the arrangement and construction of the plant. The man who starts to build before having well thought out plans and specifications prepared in advance, is always working under a great handicap. The result is generally disappointing as well as expensive.

THE RAILROAD DEMAND for the loading of cars to within twenty-four inches of the roof is not reasonable, and is sure to make much trouble for grain shippers. If grain doors are boarded up so high that inspectors must knock them down in order to gain entrance to car, then it is likely that the switching of the car about the terminal will result in some grain being shifted over the grain door before car finally reaches unloading point. That will insure a great increase in shortages and more trouble in collecting claims for grain losses. As it is now, samplers in every market frequently report that car is too full to permit of securing a fair average sample of contents, so the marketing of the grain is delayed and the car detained much longer than would be necessary if sampler had easy access for obtaining an average sample of its contents. Years ago, after many conferences with grain shippers and grain inspectors, railroads agreed to be satisfied with car loaded to within thirty inches of the roof. In view of the many leaks over grain doors and the delays occasioned by high loading, the railroads would surely be far better off with the old loading line. Shippers owe it to themselves to be well represented at hearing to be held the latter part of the month.

THE ACTIVITIES of the Buro of Markets in assisting producers to sell direct to consumers, have so ingratiated the representative of the Buro with the grain merchants of the South-West, as to start a riot whenever anyone announces the coming of one of the representatives of this trouble making buro. The question naturally arises, who will conduct our farms, if the present farmers persist in devoting their time and attention to various lines of business in town? It is generally recognized that the farmer is the most independent of all producers, and doubtless he would profit more largely from his farming operations, were he to give a more thoughtful study to the problems of the farm. Every line of business in town has many more problems connected with it than the farm, and these must be mastered by merchants who are beginners in the field, before they can hope to attain any degree of permanent success.

THE SWITCHMEN'S STRIKE has so handicapped the railroads that every industry is badly crippled because of its inability to obtain supplies and to deliver its products. The small receipts of grain are largely to blame for the high prices prevailing. The country has bountiful supplies of grain at country points, but railroads are not making much of an effort to move it to the terminal markets, and it may be that the railroads do not care, because the Government has guaranteed their returns until next September, so the people will be taxed to make up any losses that may result to them. However, the losses to business because of the poor service and the long delay will be made good to them by the railroads only after a long drawn out law suit. While the railroads may make a faint effort to turn all available box cars to the grain trade for the next ten days, we doubt that they will give the relief needed by the grain trade.

THE RAILROADS are demanding, praying, and pleading for such a great advance in freight rates that every grain shipper will of necessity eliminate all the dust, dirt, and foreign matter in his grain before loading it into cars. Not only will the practice of thoroughly cleaning all grain before shipping it to central markets improve the grading and increase the returns from the grain, but it will also improve the carrying quality of the grain and greatly reduce the losses of shippers due to unreasonable delay in transit and the heating of the shipments. Some shippers have long made it a practice to clean all dust and dirt from farmers' deliveries and to return it to them, thus buying only what they can market. Millers who have tried making white flour out of grain dust and screenings report the product unmarketable. This stuff may be profitably ground up into mixed feeds, but it is not acceptable as human food. Cleaners and separators will always be found a most profitable investment, but their intelligent use insures greater returns when grain prices are high and the farmers' deliveries very dirty. No grain man can expect his farmer patrons to object if the thresherman attempts to increase his gross returns by blowing a little more screenings into the farmers' bags.

GREATER CARE than ever should be taken to prevent all fires. The price of grain remains at top figures, and the cost of replacing an elevator is greater than ever, while the difficulties in obtaining material, machinery and labor are causing many builders much worry and work.

To Open the Wheat Market.

Under the system of trading in grain which has been developed during many years there has always been two classes of traders. One class has been the merchandiser. The other the speculator. The former chose to devote his time, labor and capital to the movement and distribution in return for a certain, small and assured profit. He specialized on that. He threw all the hazards on the other party, the speculator, who depended on large capital, selection of risks and foresight to average up profits and losses over a long period of time to give him a small net return, just as do the fire insurance companies, or London Lloyds in insuring ships on every sea.

The intrusion of government buying at a fixed price stopped the participation of the speculator as such, as there was no hazard below the guaranty; and forced the cash merchandiser to become also a speculator to the extent that the current market price rose to premiums above the guaranteed level.

To most grain men the speculative hazard is anything but welcome and there is now fear and trembling among the cash grain men of the Northwest and their banker backers who have funds tied up in \$3 wheat.

Irrespective of what the organized grain exchanges do to resume buying and selling of wheat in their pits, sales of wheat for future delivery will follow closely upon the removal of government restrictions. The bakers are already buying flour for future delivery, the flour jobbers are buying flour for future delivery and the millers are contracting wheat for future delivery. All of this business will increase in volume and will continue to be done outside of the exchanges if the latter do not resume future trading.

On the buying side the millers are now able to buy closely and the foreign governments are also well organized, too well organized for the good of the American producer and consumer.

As at present carried on there is too great a margin between the price paid the wheat grower and the cost of the product to the consumer, due to the absence of the organized hedging market of the Board of Trade. Without a hedge everyone concerned in the ownership of wheat has been impelled to exact a bigger profit against the possible losses due to lack of both hedging insurance and transportation facilities.

This was made plain at the conference at Chicago last week between the Wheat Director and the trade. This large margin is attractive to a few big millers and some wealthy speculators who see a profit to themselves in the present uncertainty, in the absence of Board of Trade future markets, but the practically unanimous opinion of those present was that future trading on the exchanges should be resumed at the earliest possible moment.

Anarchistic Claim Agents.

In view of the enlarged powers of the Interstate Commerce Commission under the new Transportation Act would it not be well for that body to issue a circular letter of instructions to railroads calling their attention to the decisions of the U. S. Circuit Court of Appeals establishing destination values as the measure of damages.

Judging from the numerous rejections by claim agents of claims legally based on destination value these minor officials of the carriers are too timorous to construe the plain English of the decisions and hesitate to tread the carpet in the office of carrier's general counsel to ask a guiding opinion. Like all bureaucrats, they fear to pay out any funds of the corporation without sanction by some one higher up. Let the Interstate Commission authorize the claim agents to comply with the law and the decisions, and abandon their anarchistic attitude.

THE DEAR FRIEND of the people, the Standard Oil Company, has just announced another advance in the price of gasoline, which will necessitate some elevator men paying thirty-four cents a gallon for their fuel. However, those who are so fortunate as to have an up-to-date oil engine will continue to get power at low cost.

COUNTRY SHIPPERS who now possess a modern drier are indeed fortunate. Not only can they produce contract corn from the damp product of any section, but they can also protect their shipments against deterioration and heating by properly curing before loading. Never before has a good drier been such a valuable asset. Some country elevator operators have realized more than the cost of their drier from the increased profits on a single carload.

FLOW SHEETS for flour mills, oatmeal mills, and feed mills, have long been recognized as a necessity for the intelligent comprehension of the exact work the plant is prepared to do. It has remained for a Pacific Coast architect to show up the work his elevator would do with a flow sheet, which is reproduced elsewhere in this number. Anyone who has been accustomed to directing the operation of an elevator will find more than passing interest in tracing the flow of the grain to the different bins, spouts and machines of the plant, as indicated elsewhere in this number.

TELEGRAPH companies will be made liable for greater damages for errors and delays in the transmission of interstate messages than is specified on the back of their blanks, if users of the wires will persist in urging the Interstate Commerce Commission to place a limit of \$100 for damages due to error in or delay of unreported interstate messages and a limit of \$500 for repeated messages. Indifferent service will be the rule until the companies are made liable for greater damages than the cost of the message. Simply requiring the refund of the toll received does not penalize the telegraph companies enough to spur them on to, try to avoid errors and delays.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

How Can the Expense of Loading and Unloading Be Reduced?

Grain Dealers Journal: We have ample warehouse facilities; but we are now confronted with a problem of economical loading and unloading facilities. We are interested in something in the way of conveyors that will handle, say three cars at a time from the platform thru the warehouse, which is 150 feet long. With the present high cost of labor, its inefficiency, etc., we are looking for something to reduce this expense.—Shreveport Mill & Elevator Co., Shreveport, La.

Interest on Delayed Shipment?

Grain Dealers Journal: We would like to have an opinion in regard to claims for interest on money in case of car delayed an unreasonable time in transit.

For instance, we had a car in transit 52 days to Chicago. Twenty days would be a very generous time allowance. We put in a claim for interest on the amount of our draft for 30 days, but the C. & N-W. refused to consider the claim. Do you know of any such claims being collected? There was no decline in market value.—Tri-State Milling Co., Belle Fourche, S. D.

Ans.: The interest paid by the shipper to some one who loaned him money on the security of a carload of merchandise in transit is no concern of the railroad company. Its liability to the shipper who has been kept out of his money is just as great to a shipper who made no draft as to one who made draft; and the basis of the calculation of interest is not the face of the draft, but the sale price of the shipment.

Unquestionably the shipper has been damaged by the delay and the fact that he borrowed money and paid interest upon same is proof that the use of the money was of value to him.

No suits seem to have been brot to recover interest alone, so there is no clear cut precedent that can be cited.

Four cases involving the payment of interest are given on page 362 of the Journal Feb. 25.

Is the Carrier Liable for Destination Value?

Grain Dealers Journal: We bot ear corn last September for December shipment, paying \$1.33 for the same. The corn was shipped Feb. 6 and arrived March 6, having been changed to another car during transportation, and was short over 46 bushels.

I understood that there had been a supreme court decision compelling the railroad to pay for the shortage at the price of corn on the Chicago Board of Trade the day the corn arrives. If there is such a decision, can the Journal inform me where I can get it?

I put my claim in at \$1.61½, and the railroad wants me to settle for \$1.33. We feel that we ought to have the price the corn was worth at the time it arrived.—W. A. Burling, Lake Odessa, Mich.

Ans.: The carrier is liable for destination value, the B/L notwithstanding. This was decided by the United States Circuit Court of Appeals in the suit brot by McCaull-Dinsmore Co. against the Chicago, Milwaukee & St. Paul R. R. for grain lost in transit. The decision granted the plaintiff judgment for the grain on the basis of value destination, as told in the Grain Dealers Journal, Oct. 25, 1919, page 767.

The court gave the decision Sept. 22, 1919, which will enable shipper's attorney to give the citation. This decision supersedes and makes void the clause in the B/L stating that the invoice value should be the measure of damages.

Increasing the Capacity of Old Elevator Legs.

Grain Dealers Journal: About the only way to increase the capacity of old legs without making them larger by rebuilding is to put on V-shaped cups and increase the speed of the belt. V cups can be spaced closer and run at a greater speed than any other cup, thereby increasing the capacity without increasing the size of the leg belt. A non-chokable boot should be used so the cups will fill full without choking the leg.—L. Buege, by P. Hedstrom, construction engineer.

Is Shipper Responsible for Interest on Consigned Car?

Grain Dealers Journal: On March 26 I shipped a car of rye from here, thru an Omaha commission company, to Milwaukee, Wis., where it arrived April 30. With the B/L I sent a sight draft of \$2,200. The car was held in embargo because of the strike and the commission company which bot this car from me charged me \$14.98 interest on the draft for the time the car was held. Am I responsible for this interest, and is there any way of collecting it?—William Morris, mgr., Union Grain Co., St. Libory, Neb.

Ans.: A shipper is responsible for the interest on a consigned car, as he really is not entitled to his money until the receiver, his agent, has sold the car to a buyer. It seems in this case that the shipper in reality consigned his car of rye to the Omaha commission company, at Milwaukee, where it was handled by the company's agents. This being the case, it is doubtful whether the shipper can collect from the commission company the amount of interest paid on draft against grain delayed by strike. Had the shipper sold or consigned the car on his own account to the Omaha commission company at Omaha, the company would be liable for any delays occurring after the car had been forwarded from first destination.

Discount on Sample Grade?

Grain Dealers Journal: I shipped a car of corn containing 113,575 pounds on the 7th day of April and sold it the same day to a grain co at Milwaukee, Wis. It arrived at Milwaukee on April 30th, at least was inspected, and the condition of car was as follows: Grading, sample grade mixed; containing 4% color; 19.4 percent moisture; and was applied on contract at a discount of 25 cents per bu.

On May 4th I again was called regarding the same car and told that the buyer wanted 20 cents more in addition to the already 25 cents. I then wanted them to buy in a car for this party and dry mine and sell it on the market as soon as conditions were such that it could. I had a reply in a very short time saying car was already unloaded and could not be dried any more.

What I wish to know on this have they a right to unload my car of corn and not say anything to me first allowing such a discount as I already had told them the first discount I thought was heavy enough. The car sold at \$1.63 Milwaukee.

Can a person get a claim on this from the railroad company for not rushing same on to them sooner? I wish a reply to this as the loss is a heavy one and I would like to know just what I can do.—A. C. Miller, Little Rock, Ia.

Ans.: Failure of the car to grade No. 4 made it necessary to come to a new agreement. If, after arrival of car and inspection the buyer offered to take it at a discount of 25 cents and the shipper accepted the discount, that closed the transaction and buyer could not thereafter demand a greater discount, due to an error of judgment or change in market conditions. Neither could the shipper thereafter rescind his acceptance of the new contract and four days later request buyer to buy in.

Did shipper accept the 25-cent discount when first offered? If he did not, but led buyer to believe he was holding the deal open in some way it became buyer's duty to handle the corn immediately to keep the grain from becoming a total loss. Under the rules and customs of some markets low grades are applicable on contract at market difference on day of arrival.

At Milwaukee, however, the custom prevails, on cars that are "heating" of taking the dis-

count that develops when unloaded. "hot." Therefore the shipper must stand the loss.

To recover from the railroad company the shipper must prove that the corn was in such good condition when loaded that it would not have got out of condition in the usual time of transit; and further that the time in transit greatly exceeded the usual time between the two points.

Hedging at Low Price.

Grain Dealers Journal: When our ruling buying price here is only 8 cents under Chicago futures how can we hedge purchases of oats in Chicago, considering the 18 cents freight, etc.?—G. W. Graves, David, Ia.

Ans.: It is almost an invariable rule that when grain keeps at an increasing premium over the futures it is a bull market, and there will prove to be nothing in it for the dealer to hold his cash and sell a future as a hedge.

The opposite course is indicated under such conditions.

A future can be sold even tho it is too close to buyer's price, as, under ordinary conditions, the future will continue to be low comparatively until the dealer ships the stuff and closes out his hedge.

Stay away from selling the near-by futures, and do not sell the remote futures unless advised to do so by the commission merchant in the terminal market.

A big profit can be made out of nothing if farmers have oats stored with you, by shipping the oats and buying a future at the big discount.

Damages on Destination Value?

Grain Dealers Journal: We have a claim against the Lehigh Valley Railroad Company, in amount \$140.68.

This claim is based on shortage which occurred between New York and Waukegan.

The merchandise was shipped out of New York under official weights, and was checked in to Waukegan under official weights.

The argument of the railroad company is to the effect that we must accept settlement on basis of cost price f. o. b. New York.

Below is copy of letter, which sets forth the argument of the Lehigh Valley Railroad Co.

With reference the basis on which claim should be presented, would say it is, and has been for years, our practice to adjust claims on the basis of the market value at time and place of shipment plus freight charges if paid, in accordance with the B/L conditions and the general law covering.

While it is true that in the case of the McCaull-Dinsmore Grain Co., this general practice was reversed, still this isolated instance cannot be considered as establishing a different basis or measure of liability than that which has been confirmed by numerous other and higher courts. In this particular claim it is shown by the invoice of the Thomas Norton Co. and admitted by you that the value at time and place of shipment was \$20 per ton. The freight charges were collected on the actual delivered weight and further, refund of excess charges has been made on the portion delivered.

No charges, however, were paid on the weight claimed missing and consequently there are no freight charges in this instance to be added to the value at time and place of shipment. If charges had been paid and if the correct rate was 45 cents per hundred, then we could have considered claim on the basis of \$29.00 per ton, but inasmuch as the charges were not paid and were only collected on the actual delivered weight, \$20.00 is the extent of carrier's legal liability.

We are at all time desirous of handling claims to the satisfaction of our patrons and endeavor to be fair and equitable in our adjustments. We do not wish to be considered as arbitrary nor is it our desire to attempt to evade any legal liability and in this particular case, where it is so clearly shown as to the measure of legal liability, and there is no question but what the value at time and place of shipment was \$20.00 per ton, we can only adjust on that basis in conformity with our liability and must ask for an amended bill.

I hope I have made our position clear and that you appreciate the situation and after further consideration can see your way clear to favor us with an amended bill and at the same time continue our former friendly relations.—J. M. Heath, freight claim agent.

Are we entitled to settlement on basis of our sale value, or do we have to pay our own overhead and accept settlement at cost basis?—Port Huron Storage & Bean Co., Port Huron, Mich.

Ans.: This letter is typical of the attitude of the average claim agent. The McCaull-Dinsmore case naturally was isolated, the new law

under which it was decided in shipper's favor being the latest enactment on transportation, aside from the Transportation Act of Mar. 1. In the language of Mark Twain, the McCaull-Dinsmore case is becoming less "isolated," two other cases now having been decided to keep it company, one by the U. S. Circuit Court of Appeals appearing in "Supreme Court Decisions" this number, and the other by the California District Court of Appeal elsewhere in this number under the head "Damages on Destination Value," being Pacific Heater Mfg. Co. v. Southern Pacific Co.

Damages are always collectible on destination value, the B/L to the contrary notwithstanding.

Milling in Transit Rate?

Grain Dealers Journal: Is it the practice of the railroads, granting milling in transit privileges, to charge the wheat rate from point of origin to destination on wheat milled at some intermediate point, products shipped out as flour, bran, shorts and screenings; or is it the practice, to charge a flour rate, or a bran rate, or a screenings rate, as the commodity may be, from point of origin to destination only when such rate is higher than the wheat rate?

We believe that the former practice of charging should obtain, if the miller is to derive any real good from the milling in transit operation. However, the Santa Fe Railroad the only line we can ship on from this point, rules the latter way and charges us accordingly.—48th Star Mills, Albuquerque, N. Mex.

Ans.: Unfortunately for the miller the practice of the railroad companies is to charge on the wheat from point of origin to transit point the highest rate, whether that rate be on wheat, or the grain products.

Responsibility for Leakage Over Grain Door.

Grain Dealers Journal: We made claim against the Union Pacific for a shortage of 9 bus. and 46 lbs. on a car of corn from Council Bluffs, Ia., to Carneiro, Kan., with notation on affidavit that when car door was opened it showed plainly that corn had been leaking over top of grain door on account of not sufficient number of car doors being placed.

The claim agent of the Union Pacific returned our claim with the following letter:

Refer to claim A-1456 amount \$15.22, for alleged loss of corn from car SP 24676.

Investigation develops that this car reached destination with shipper's private seals intact and our agent at Bellevue, Kan., states he was around while this car was being unloaded, but the Ellsworth Mill & Elev. representative who was there at the time did not say anything to him about the car being in leaky condition when received.

You are no doubt familiar with the provisions set forth in General Order 57-A, second paragraph of Rule No. 7, which reads as follows:

"If shipper, consignee, owner or his or their representative should discover a leakage of grain from car, he must immediately report the facts to the carrier and afford reasonable opportunity for verification."

As consignees did not comply with these provisions, we cannot admit liability and request withdrawal of your claim.

What action should we take to realize on the shortage? Or is there any action to be taken?

You will note that this was official weights and inspection at Council Bluffs, and the question arises, who would be responsible for the placing of the grain doors. It appears to us that there should be some responsibility placed on some one other than the receiver.—Salina Produce Co., Salina, Kan.

Ans.: Claim agent's contention that opportunity should have been afforded for verification has no bearing on the legality of the claim. It simply leaves the carrier to attack the veracity of the one making the affidavit.

The party placing the grain doors is responsible. This is often done by the employees of the terminal elevator loading out, in which case the terminal elevator is responsible. If the carrier inspected the car after loading and accepted it as properly loaded it must share the responsibility, as the carrier is not fully protected without notation on the B/L of shipper's load and count.

It must be admitted, however, if the loading of the car in an improper manner would not be

apparent on ordinary inspection the liability must fall on the party loading the car. In no case should the buyer stand the loss.

How to Handle Beans Without Damage?

Grain Dealers Journal: We contemplate building an elevator at Decker, Mich., and are puzzled to know what will be the result if we attempt to handle beans through deep silos or bins, especially beans grown during a dry season, when much handling results in a large percentage of splits. Has any means been devised for reducing the damage to beans when elevated and spouted into an empty bin? Any suggestions that will help to prevent splitting beans through over-handling will be greatly appreciated—Cass City Grain Co.

Ans.: A Chicago elevator builder suggests that to save handling and thereby reduce the danger of splits to a minimum beans should not be stored in bins in a separate building but in bins placed over the cleaning machinery. When the beans are to be moved they can be run down a slide by gravity. It is also suggested that the bins could be constructed similar to bins that handle smutty wheat with a series of slides or baffles so as to break the long fall of the beans. When the beans got nearly as high as one of the lower shelves that shelf could be lowered out of the way.

NOTWITHSTANDING THE SOMEWHAT OPTIMISTIC reports made by the railroads thru the daily press as to the progress made in the ending of the strike, aside from maintaining a fairly good passenger schedule, part of which, however, has been possible only thru the use of volunteer crews, the movement of freight is on a very small scale, amounting to almost a complete tieup. The actual progress of the roads toward restoring normal conditions in one week, therefore, has been of a negligible quantity. As a result of existing conditions, many of New York's largest wholesale and retail dealers in oats, hay and other animal foodstuffs, find themselves virtually without supplies and unable to make further deliveries to consumers. The situation is without parallel and strong representations have been made to the railroad authorities that efforts be immediately directed for the relief of animals before a more serious situation develops.—L. W. Forbell & Co.

Old Board of Trade Suit Settled.

Suit was brot 27 years ago in the Circuit Court at Chicago by Alonzo J. Cutler against C. W. Partridge to recover \$48,000 that Cutler had paid out on losses on Partridge's transactions on the Board of Trade, and was ended May 11 by the entry of judgment in favor of Cutler for \$75,000 and the payment of that amount to Cutler by the Northern Trust Co., Partridge's executor.

This case had been 5 times in the trial court, 6 times in the appellate court and to the supreme court 3 times. In the lower court each party won twice. This is a record for litigation in a Board of Trade case.

The defense was that the transactions were gambling and that Cutler had no city license as a broker. In those early days the city held that such brokers required no license. Partridge succeeded in having the Appellate Court hold that want of a city license prevented Cutler from recovering his commission, but refused to extend this defense to the advances.

The case had been on trial before a jury for more than two weeks when the trend of the testimony became such that the Northern Trust Co. was led to offer \$75,000 in settlement, which amount Cutler accepted. Thus Cutler recovered all his advances and a considerable portion of the interest, the Northern Trust Co. practically recognizing the legality of the transactions.

Henry S. Robbins represented Cutler as attorney in the last three trials, Mr. Townley co-operating in the last trial. Defendant was represented by Walter Fisher and Mr. Bradley.

Conference to Relieve Car Shortage.

At a conference between grain and other industries interested in the car shortage and the Interstate Commerce Commission, called May 3, in Washington, all factions presented their respective cases.

Representatives of grain and live stock interests of the Middle West and the northwest asked the Commission to use the emergency power given it under the new transportation act to relieve the stringent car shortage which is preventing the movement of grain and stock. From the reports compiled by the industrial court of Kansas relative to the number of cars received and loaded during the year, it was found that Kansas, during the past year, has been conducting business on less than a 50 per cent basis of transportation. Judge Clyde Reed presented these figures to the Commission, showing that mills are closed and elevators full to capacity, and that on April 17 there were more than 21,000,000 bushels of wheat still in the hands of the farmers, unable to move because of the car situation. Banks have had to rediscount the paper on wheat and continue to carry it, because of the farmers' inability to sell their wheat.

George A. Wells, secretary of the Western Grain Dealers' Ass'n, says that the situation in Des Moines and surrounding territory is rapidly becoming desperate, and will not be relieved until cars to move the grain and stock are provided. Money conditions are reflecting seriously the condition, also, and only when the farmers are able to ship their produce again, can relief be expected.

Edward D. McDougal of the Chicago Board of Trade asked that the Commission, in addition to ordering cars to relieve the congestion, use its influence to have the revolving fund of \$300,000,000 appropriated by the transportation act doubled so that the carriers might buy new equipment. The \$300,000,000 would not buy one-fourth of the cars needed.

Railway executives went a step further and asked for an additional \$500,000,000 to provide new equipment on their roads. It was pointed out by F. N. Brown, chairman of the St. Louis & San Francisco R. R. that this sum was necessary to build 100,000 cars and 2,000 locomotives immediately needed by the roads to relieve the shortage. He gave as figures of shortage: 226,000 freight cars, 9,540 passenger cars, and 3,190 locomotives.

Senator Cummins of Iowa, chairman of the senate interstate commerce com'te, is opposed to such a loan. He admits the necessity for such funds, but he does not approve of an appropriation by congress. That the railroads need \$610,000,000 is his opinion, and it is his further hope that they can borrow the amount on their own account. The railroad representatives are skeptical as to this possibility.

Banking interests are greatly opposed to the government loaning a half billion dollars to the railroads, also. This opposition is based on the ground that it would involve additional taxation, or at least a continuance of present federal taxes, thus continuing the present dearth of investment money and continuing the present stringency of the money market.

Jerome G. Hanauer of Kuhn, Loeb & Co., chairman of investment bankers, suggested that instead of making additional appropriations, Congress extend the period of the \$300,000,000 loan already provided for the roads from five to fifteen years; that some money be expended in the betterment of terminals and the increase of motive power; and the roads be so managed that the greatest possible use be made of the available equipment.

THE CANADIAN WHEAT BOARD has issued instructions to Canadian eastern terminal elevators to refuse to unload ships from American ports unless permits are first obtained from the Board.

In the calendar of Success there is but one time—Now; but one day—Today; but one season—the Getting Busy season—The Sheldon School.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

A Valuable Car of Barley.

Grain Dealers Journal: We chanced to have a very large car of barley unloaded here yesterday, and we thought that the readers of the Journal might be interested in the particulars. This was car S. P. No. 18430, containing 99,900 lbs., or 2,081 bus. and 12 lbs., of barley, which we sold sometime ago to the Milwaukee Malting & Grain Co., at \$1.75, making a proceed of \$3,642.19.

It is getting to be quite a usual thing for carloads of grain to run up into very large amounts, but this is the most money we have collected for a car of barley. In fact, in the writer's experience of 37 years in the grain business, he can not recall such an occurrence before.—Thomas Sampson, Moering Grain Co., Milwaukee, Wis.

Increasing Capacity of Elevator Legs.

Grain Dealers Journal: It is an easy matter to increase the elevating capacity of any old leg, but the best way to increase leg capacities is the use of V cups properly spaced on the belt and the speed of the head pulleys regulated properly.

The most prominent manufacturers of buckets have in the last five or six years been manufacturing what is well named the V bucket; however, they do not advertise it to any greater extent than they do the old Band bucket or the Salem bucket.

To our knowledge no manufacturer or anyone in fact has ever made an extensive experiment in trying to determine the exact speeds that various types of buckets should travel when running over any particular size of head pulley, altho various catalogs will give one recommending speeds.

These recommendations are older than my time in the elevator trade, viz.: 20 years.

From these recommendations and deviations from same, from time to time we have been able to determine that a V bucket will carry and discharge grain properly at approximately 25 to 30 per cent greater speed than any other bucket, commonly used.

Supposing a man has an elevator leg with a 40-inch head pulley and ordinary buckets say 10x5½ spaced 14 or 15 inches on centers, the capacity of the leg can be doubled by increasing the speed to suit the V cups and putting two V cups on in place of one common cup.

In other words, V cups are set or can be set not to exceed one inch apart on the belt and discharge without back legging.

We will venture to say that there isn't one leg in 100 using common cups, but what by the judicious use of V cups the carrying capacity could be increased from 25 to 100 per cent, but the manufacturers do not push the matter and, therefore, but few in the trade are familiar with the facts.

One thing we want to bring out and that is that so far as cost is concerned, there is practically no difference in cost between legs fitted with common cups and one fitted with V cups, both having the same capacity.

The additional number of V cups about offsets the saving in belt width, but if an owner has an old leg, he wants to increase the capacity of, 99 times out of a 100 he can do

it without putting in an entire new leg unless the old one is worn out. Yours truly, Baltinger & McAllister, P. F. McAllister, Bloomington, Ill.

The Lowest Bidder May Be the Highest.

Grain Dealers Journal: How much longer is it going to take the elevator owner to discover that the LOWEST bidder for his building contract is frequently the HIGHEST in the END? In the columns of the Journal, the high cost of the lowest bidder has been recorded; elevator men all over the country have had their stories to tell and have told them emphatically and well; the matter stands self-evident; and yet when an elevator owner decides to build an elevator, he is interested primarily, not in the LOW bidder, but in the LOWEST bidder. Truly, the experiences of others profiteth no more in contracting for an elevator than in other things.

This is the times-without-number procedure. Mr. A. of Smith Center decides to build an elevator of a certain capacity and construction. So, in keeping with the usual careful carelessness of the method long ago adopted, he may, or may not, prepare, or have prepared, plans and specifications. His next move is to invite bids. In response to his invitation, this contractor and that one and the other one packs his brief case and goes to Smith Center.

Some of those accepting the invitation to this party take thought for certified checks, and go prepared. Others, because nothing has been said relative to such impedimenta as certified checks, neglect to carry this piece of baggage. The fact is, they might not be able to attend the party, if certified checks were definitely required as a pass into the select company.

Six bidders are at Mr. A's office at the appointed time. There is a discrepancy of \$2,000 between the highest and lowest bids. There must be a mistake at both extremes; perhaps there is a happy medium; but, consistent with the usual method again, Mr. A. gives the contract to the lowest bidder, without a certified check. The three, honest, careful, contractors in attendance at this farce shake their heads, shrug their shoulders, chew vigorously on the ends of their cigars, say nothing in an expressive way, and wonder at Mr. A's blindness.

Mr. A does not take the trouble to ask his contractor for references, to inspect his previous work elsewhere, or to inquire into his rating. Mr. A is a simple, trusting soul who accepts the contractor's word that he can build the elevator at a figure \$2,000 less than the highest bidder promised.

And the elevator is built! But how it is built! In place of the graceful, well-proportioned structure of his anticipation, Mr. A sees an elevator assuming a shape that seems squat. But he is sensible enough to understand that in our dreams things are always fairer than they are in reality; and then, too, the contractor assures him that all is well; even if he had to change the plans a little for essentially practical reasons.

The contractor keeps NEARLY within the figure named in the contract, and Mr. A is content. But his troubles are still ahead of him. He failed to see that all labor and material bills were receipted before settling with the contractor, with the astonishing calamity that sub-contractors and materialmen bob up with substantial and not-to-be-denied claims for labor and material. And before he is through paying for his elevator, Mr. A has paid more than the highest bidder asked.

Such procedure is not fair to the contractors who have stood the tests of honesty and experience, who have made good, but who frequently are NOT the lowest bidders, because they refuse to contract on conditions they can not fulfill. These are the men who can give surety bonds, and who assume the responsibility

of building an elevator according to the plans and specifications drawn up by a COMPETENT architect, which are not subject to alterations after the building has commenced. Give these men the contract for your elevator and drive the "would-be" contractors out of the business. Make for FAIR competition and better elevators.—A. R. Mueller.

Fire Hazards Meriting Your Attention Now.

Grain Dealers Journal: With the cost of elevator construction the highest it has ever been, and with supplies and machinery difficult to get at any price, it is important in giving the elevator its spring overhauling that particular attention be paid to fire hazards.

The most common cause of elevator fires originating on the inside, are from friction. All line shafts should be carefully lined up; all bearings carefully examined, and any needling re-babbitting should be given prompt attention.

Several fires have been caused this past year in elevators that had the drive shaft running through the bin walls, due to the shaft housing breaking down. This hazard is peculiar to the Southwest, where elevators have been loaded unusually heavy. When a bin through which a shaft passes is emptied, the housing should be carefully examined, and if there is any question as to its security it should be remedied. The best plan is to protect the shaft with a six-inch gas pipe rather than with planks, care being taken to insure shaft being solidly supported at both ends.

The elevator leg from the fire insurance standpoint is the most hazardous point in a grain elevator. See that all legs are well lined up, and make a careful examination of the bearings at the boot to see that they are taking oil. Repairmen were working in an Iowa elevator this last year. They knew the bearings at the boot were dry by the noise, but it did not occur to them that a fire would be the final outcome. However, it was and they lost their tools. Machinery must be properly looked after if good results are to be obtained.

There never was a time that conservation was so essential as today, and the elevator owner who takes every precaution to prevent a fire in his property, is fulfilling his obligation as a citizen better than a lot of our soap box orators. Yours truly, C. R. McCotter, Western Manager, Grain Dealers Fire Ins. Co., Omaha, Nebr.

THE WORLD'S wheat prospect at this time is not of the best. The harvest in Australia has practically failed thru a severe drought, and the poor result of the season just ended has its saving grace for the people in the large carry-over of the huge surplus piled up by three excellent crops during the war. Argentina has harvested a large crop; India prospects are only fair for the harvest which begins next month. Central Europe's winter seeding was small on account of the upset condition in east Prussia and the elation of the Roumanian peasants over the agrarian allotment, which cut down large estates and divided the land among the peasants, who appear to be incapable of self direction, reports P. S. Goodman, Clement, Curtis & Co.

Hearing on Ex-Lake Rates.

May 21, at Washington, the Interstate Commerce Commission will hold a hearing on the 2-cent advance in domestic and export grain rates effective June 1, from Lake Michigan ports at and east of Buffalo and Buffalo rate points.

Rates were the same on grain from Lake Michigan and Lake Superior ports prior to September, 1918, when the Lake Michigan rate was reduced to relieve a congestion of grain. The reduction was to have been temporary, but was continued from time to time.

Program for Grain Dealers Ass'n of Oklahoma.

The Oklahoma Grain Dealers Ass'n will hold its twenty-third annual convention, May 18 and 19, at Oklahoma City, Okla., with headquarters and meeting place at Skirvin Hotel. The following program has been tentatively arranged:

TUESDAY, MAY 18, 10 A. M.

Annual meeting of millers in Convention Hall, Skirvin Hotel.

2:30 P. M.

Joint session of grain dealers and millers. Meeting called to order by the Pres., W. M. Randels, Enid, Okla.

Address of welcome by the mayor of Oklahoma City.

Response by Jesse Vandenburg, Oklahoma City, Okla.

President's Annual Address.

Address by John Whitehurst, Pres., State Board of Agriculture.

Address by L. A. Moses, Pres., Southwestern Millers League.

Address by F. E. Goodrich, Pres., Grain Dealers National Ass'n.

Address by D. F. Piazzek, 2nd vice-pres., U. S. Grain Corporation, Kansas City, Mo.

Address by Frank Kell, Wichita Falls, Texas.

Appointment of com'ites.

WEDNESDAY, MAY 19, 10 A. M.

Address, "Recovery for Loss Sustained on Account of Government's Price Fixing in 1917," by Ben E. Clement, Pres., Texas Grain Dealers Ass'n, Waco, Texas.

Address, "Taxes of Export Wheat and the Charges of Refund."

2:30 P. M.

Business Session.

Secretary's Report.

Report of Auditing Com'ite.

Report of Chairman, Trade Rules Com'ite.

Report of Resolutions Com'ite.

Report of Legislative Com'ite.

Election of officers.

New business.

Adjournment.

The entertainment features are being worked out.

THE ANTWERP CHAMBER OF COMMERCE has decided to establish at Antwerp a market for the sale and purchase of exchange in forward position. The units for the contracts will be £1,000 by cheque on London; francs 25,000 by cheque on Paris; and \$3,000 by cable on New York. The Caisse Internationale registers and guarantees all transactions, but registration of contracts will be made only for firms with headquarters at Antwerp. Margins will be called as soon as any transaction shows a loss.

Coming Conventions.

May 13, 14. The Missouri Grain Dealers Ass'n at Kansas City, Mo.

May 17. Panhandle Grain Dealers Ass'n at Amarillo, Tex.

May 18, 19. Oklahoma Grain Dealers Ass'n at Oklahoma City, Okla.

May 21, 22. Texas Grain Dealers Ass'n at Galveston, Tex.

May 26, 27, 28. Kansas Grain Dealers Ass'n at Wichita, Kan.

May 27 and 28. Feed Handlers at St. Louis, Mo.

June 1, 2.—Iowa Seed Dealers Ass'n at Des Moines, Ia.

June 7, 8 and 9.—The Southern Seedsmen's Ass'n at Jacksonville, Fla.

June 17, 18. American Feed Manufacturers Ass'n at Chicago, Ill.

June 22, 23, 24. American Seed Trade Ass'n at Milwaukee.

June 21.—Wholesale Grass Seed Dealers Ass'n at Milwaukee, Wis.

July 7, 8, 9. Tri-State Country Grain Shippers Ass'n at Minneapolis, Minn.

July 13, 14, 15. National Hay Ass'n at Cincinnati, O.

Oct. 11, 12 and 13. Grain Dealers National Ass'n at Minneapolis, Minn.

Program Kansas Grain Dealers Ass'n.

The Kansas Grain Dealers Ass'n will hold its twenty-third annual meeting in Wichita, May 26, 27 and 28. The following tentative program has been arranged:

WEDNESDAY, MAY 26, 2 P. M.

Call to order by the President.

Invocation.

Address of Welcome.

Response—W. S. Washer, Atchison, Kan.

President's Annual Address.

Secretary's Annual Report.

Address: "Value of Grain Futures from a Miller's Standpoint"—W. A. Chain, Abilene, Kan.

Address: "Value of Grain Futures from a Grain Dealer's Standpoint."

General Discussion.

Appointment of Com'ites.

Adjournment.

8 P. M.

This session will be given over entirely to amending the Trade Rules of the Association. No other business will be considered. F. A. Derby, chairman of the Trade Rules Com'ite will make his report.

THURSDAY, MAY 27, 9:30 A. M.

Address: "Traveling Grain Solicitors"—James N. Russell, vice-pres., Kansas City Board of Trade, Kansas City, Mo.

Address: "The Fallacy of Government Ownership of Public Utilities"—E. L. Brown, Chester, Neb.

Address: "International Reconstruction"—Charles Quinn, sec'y National Grain Dealers Ass'n, Toledo, O.

General Discussion.

Adjournment.

THURSDAY AFTERNOON.

The Wichita Board of Trade has entire charge of the entertainment planned for this afternoon. The com'ite in charge refuse to divulge their plans or take any one into their confidence. Entertainment will take place outside the city limits, where there will be no police interference.

FRIDAY, MAY 28, 9:30 A. M.

"Report and Facts Concerning the Collection of Claims"—S. R. Duckett, Mgr., Traffic and Claim Dept., K. G. D. A., Topeka, Kan.

Address: "Telephone Rates as They Are and as They Should Be"—I. A. Pribble, Salina, Kan.

Address: "Grain Inspection and Weighing"—J. S. Hart, Chief Grain Inspector, Kansas City, Mo.

Address: "Recovery for Loss Sustained on Account of Government's Price Fixing in 1917"—B. F. Clements, Pres., Texas Grain Dealers Ass'n, Waco, Tex.

2 P. M.

Secretary's Financial Report.

Report of Auditing Com'ite.

Report of Chairman of Arbitration Com'ite.

Report of Resolutions Com'ite.

New Business.

Election of Officers.

Adjournment.

All sessions will be held in the Forum Annex.

THE FRENCH GOVERNMENT has decreed that hereafter bread must contain a mixture of 26 to 40 per cent of rye or corn flour. France has been using wheat substitutes for some time in order to decrease consumption of wheat.

President of Nashville Exchange.

The new president of the Nashville Grain Exchange, Frank E. Gillette, has been associated with the grain trade of Nashville since 1904. He succeeded E. M. Kelly, pres. of the Liberty Mills who has been head of the Nashville Grain Exchange for many years.

Mr. Gillette is also Pres. of the Gillette Grain Co. and is connected with the Bluff City Grain Co. of Memphis, Tenn. Previous to coming to Nashville he was connected with the first line of country elevators in Oklahoma. He has had a long and enviable record in Nashville, and it was largely due to this fact that the members elected him president of the Exchange for 1920. The Nashville market has been picking up during the past few years and is constantly becoming a larger factor in the grain trade of the South. The enterprise of Mr. Gillette will surely lead the members of the Exchange in a campaign to make Nashville a greater and broader market and under his leadership all of the exchange members will be glad to enlist for active work.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

W. of A. 993 on May 10 stood on our elevator siding, leaking white oats badly at a broken post about midway between door and end. The door also was partly opened, and the draw-bar was pulled out of one end.—F. H. Stembel, Kennedy Bros., Templeton, Ind.

M. & O. 6567 was sidetracked May 8 at Kiro, Kan., with the drawbar pulled, and the whole end of the car is pulled out two feet. This car is loaded with wheat and about one-half of the wheat must have gone out when this happened.—W. F. Boland, Silver Lake, Kan.

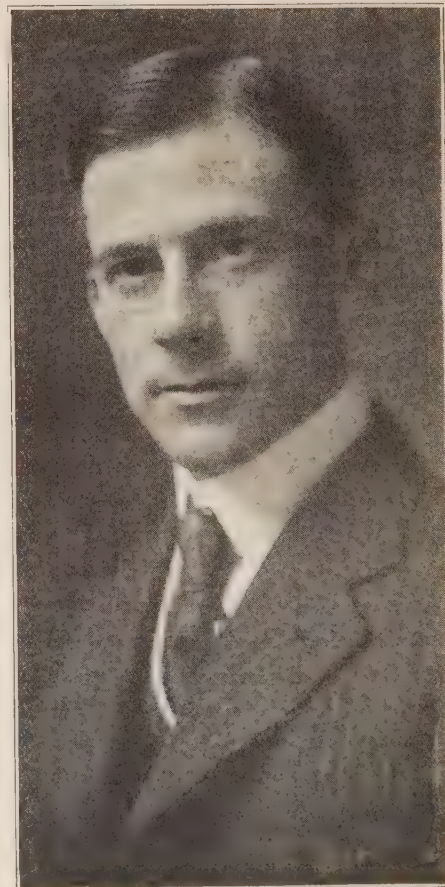
H. V. 9850 passed thru Allison, Ia., 11:30 a. m. May 7 leaking wheat badly.—A. Hopper, mgr, Farmers Co-op. Co.

C. C. C. 52229 passed thru Hunter, Okla., April 26, going east leaking at the door post.—C. L. Brown, Hunter Mill Co.

Southern 15091 passed thru Dawson, Minn., on Apr. 22 going east on the M. & St. L., leaking at the door post.—H. E. Nathan, mgr., Equity Co-op. Elevtr. Co.

Seventeen cars of oats were side tracked at Garland, Ia., recently on account of the tieup resulting from the switchmen's strike. Of this number the following were in bad order: A. T. & S. F. 17953, leaking at both ends, door open, no seal on one side. L. E. & W. 10699, one corner bursted open at the top. C. of N. J. 17353, no seal on one side. Big Four 13959, leaking at drawbar. Attention of the agent was called to these cars.—S. H. Harned, mgr. Garland Elevator & Supply Co.

G. N. 209155 passed thru Clontarf, Minn., on thru freight going east, Apr. 21, leaking grain at car door.—O. Mortenson, traffic mgr., Cargille Elevator Co.



F. E. Gillette, Nashville, Tenn., Pres. Grain Exchange.

Government Crop Report.

Washington, D. C., May 8.—The Crop Reporting Board of the Bureau of Crop Estimates, United States Department of Agriculture, placed the winter wheat area on May 1 to be harvested at about 34,165,000 acres, or 4,605,000 acres (11.9%) less than the acreage planted last autumn and 15,740,000 acres (31.5%) less than the acreage harvested last year, viz.: 49,505,000 acres. The 10-year average % of abandonment of planted acreage is 11.2.

The average condition of winter wheat on May 1 was 79.1, compared with 75.6 on April 1, 100.5 on May 1, 1919, and 87.1, the average for the past ten years on May 1. A condition of 79.1 on May 1 is indicative of a yield per acre of approximately 14.2 bus., assuming average variations to prevail thereafter. On the estimated area to be harvested, 14.2 bus. per acre would produce 484,647,000 bus., or 33.8% less than in 1919, 14.2% less than in 1918, and 17.4% more than in 1917. The out-turn of the crop will probably be above or below the figures given above, according as the change in conditions from May 1 to harvest is above or below the average change.

Details for winter wheat states follow:

State.	1-Acreage % abandoned.	Acres remaining to be harvested.	Condition, May 1, 1920—Per cent.	Condition, May 1, 1919—Per cent.	Forecast, 1920, from May 1 condition.—Bus.	Final estimate, 1919.—Bus.
N.Y.	10.0	451,000 94	98	10,175,000	10,428,000	1,962,000
N.J.	3.5	95,000 80	96	1,634,000	1,634,000	1,740,000
Pa.	5.0	1,541,000 85	101	26,852,000	28,665,000	1,740,000
Del.	5.0	134,000 85	98	2,050,000	1,740,000	1,665,000
Md.	4.0	716,000 84	98	11,065,000	12,508,000	5,400,000
Va.	3.0	914,000 83	99	10,621,000	12,508,000	7,225,000
W.V.	4.0	340,000 80	103	4,134,000	5,400,000	1,336,000
N.C.	2.0	724,000 88	95	7,264,000	7,225,000	2,520,000
S.C.	2.0	163,000 85	88	1,801,000	1,336,000	53,480,000
Ga.	5.0	211,000 88	90	2,321,000	2,520,000	54,792,000
O.	16.0	2,080,000 68	105	28,995,000	57,800,000	19,285,000
Ind.	13.0	1,705,000 65	100	21,611,000	45,792,000	1,490,000
Ill.	18.0	1,971,000 69	100	27,880,000	57,800,000	975,000
Mich.	7.0	857,000 80	98	14,603,000	19,285,000	16,350,000
Wis.	4.0	80,000 90	95	1,750,000	1,490,000	3,016,000
Min.	14.0	53,000 83	95	924,000	975,000	1,008,000
Ia.	6.0	431,000 85	103	8,792,000	16,350,000	11,917,000
Mo.	9.0	2,348,000 75	101	29,937,000	57,699,000	3,460,000
S.D.	15.0	56,000 86	97	915,000	975,000	1,204,000
Neb.	8.0	2,846,000 88	101	47,585,000	54,997,000	1,722,000
Kan.	16.0	7,725,000 80	103	95,790,000	150,722,000	6,000,000
Ky.	14.0	618,000 71	102	6,143,000	12,029,000	7,290,000
Tenn.	14.0	424,000 73	97	3,900,000	7,290,000	504,000
Ala.	3.0	81,000 81	91	840,000	1,242,000	185,000
Miss.	10.0	13,000 80	90	185,000	504,000	11,813,000
Tex.	10.0	969,000 73	99	11,813,000	31,350,000	27,310,000
Ok.	13.0	2,446,000 77	102	27,310,000	52,640,000	1,586,000
Ark.	6.0	147,000 83	98	1,586,000	3,230,000	6,190,000
Mont.	22.0	331,000 85	92	6,190,000	3,016,000	1,568,000
Wyo.	6.0	66,000 95	97	1,568,000	1,008,000	13,173,000
Col.	12.0	861,000 85	102	13,173,000	11,917,000	2,864,000
NM.	15.0	179,000 80	105	2,864,000	3,460,000	1,213,000
Ariz.	5.0	43,000 94	95	1,213,000	1,204,000	2,875,000
Ut.	4.0	156,000 97	96	2,875,000	1,722,000	66,000
Nev.	12.0	3,000 95	97	66,000	80,000	7,248,000
Ida.	10.0	303,000 92	100	7,248,000	6,105,000	15,765,000
Wash.	20.0	735,000 78	99	15,765,000	19,800,000	14,345,000
Ore.	3.0	693,000 90	102	14,345,000	16,010,000	10,863,000
Cal.	16.0	656,000 80	85	10,863,000	16,335,000	

U. S. 11.9 34,165,000 79.1 100.5 484,647,000 731,636,000

The average condition of rye on May 1 was 85.1, compared with 86.8 on April 1, 95.4 on May 1, 1919, and 90.5, the average for the past ten years on May 1. The condition May 1 forecasts a production of about 79,789,000 bushels, compared with 88,478,000, last year's final estimate, and 91,041,000, the 1918 final estimate.

Of spring plowing 60.1 per cent was completed up to May 1, compared with 72.7% on May 1, 1919, and a ten-year average on May 1 of 71.4.

Of spring planting 50.2 per cent was completed up to May 1, compared with 61.0% on May 1, 1919, and a ten-year average on May 1 of 59.0.

INDICATIONS ARE THAT HESSIAN FLY infestation will be very severe this year. Specialists of the United States Department of Agriculture in the Middle West have determined that at least three-fourths of the Hessian flies in the "flax seed" stage have survived, in spite of the severe winter. Experiments have further shown that Hessian fly eggs exposed all night to a temperature of 9 degrees above zero will hatch perfectly healthy maggots.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome. Let us hear from you.

CANADA.

Vegreville, Alta., Apr. 24.—Seeding thruout the northwest will be a little later than usual on account of so much snow during the past winter. With favorable weather conditions seeding will commence about May 3.—E. J. Harms, British America Elvtr. Co.

ILLINOIS.

Worden, Ill., Apr. 26.—Winter wheat does not look promising. Oats seeding not yet completed.—J. F. Renker, sec'y Hamel Co-op. Grain Co.

Farmington, Ill.—May 1.—Oats not all sown because of too much rain. Wheat looks bad. Some has been put in oats.—W. J. Jackson, mgr. Farmington Lumber & Grain Co.

Springfield, Ill., May 5.—Cold weather retarded the advance of vegetation the past week, and farm work was further delayed by wet soil. Warmth and sunshine are needed. Plowing for corn started in a few areas in the northern and central counties and made satisfactory progress in the south. Corn planting began in the south. Winter wheat showed slight improvement, but its growth is slow. Some has been plowed up. The seeding of spring wheat is completed and some is coming up. The acreage is small this year, and there is very little in the central counties. Oats seeding continues in the north and central, and is completed in the south. Some oats are up and they are in good condition. It is too late to sow the full acreage.—Clarence J. Root, meteorologist, U. S. Dept. of Agriculture.

Chicago, Ill., May 1.—Early estimates of abandoned acreage have been confirmed. In some sections there would have been larger decreases if farm labor was ample to take care of the acreage in other crops. The average abandonment as estimated by our correspondents is 12 per cent, or 4,578,000 acres, remaining for harvest—34,192,000 acres, or 15,700,000 acres, or 31 per cent, less than harvested last year. The average condition is 78.3, comparing with 100.5 last year, and 3.3 over last month, and nine points under a 5 and 10-year average. On the basis of May 1st conditions and harvested results, the acreage and condition indicates 470,000,000 bushels versus 900,000,000 indicated this time last year and a harvest of 732,000,000 bushels.—P. S. Goodman, Clement, Curtis & Co.

INDIANA.

London, Ind., Apr. 26.—Have had lots of rain. Farmers are way behind. Only half of the oats are in the ground. There is not one quarter of the corn land broken yet. Wheat was hit hard by the fly last fall but what wheat we have is looking fine.—A. H. Montor, mgr., London Grain Co.

IOWA.

Adaza, Ia., May 5.—Corn planting is in progress here.—J. M. Johnson, Des Moines Elvtr. & Grain Co.

Lanesboro, Ia., April 27.—We are having an unusual amount of rain. Last night there was quite a frost. Farmers are anxious to plow. The oats are just beginning to show above the ground. No wheat has been sown here.—R. A. Maarsingh.

Algona, Ia., April 28.—Crops are very backward; not many oats are up; and pastures are coming very slow.—F. J. Thomson, mgr., Plum Creek Farmers Elvtr. Co.

Albia, Ia., May 5.—Winter wheat crop in Monroe county is looking fine. Cold, backward spring is fine for wheat, but poor for oats. Only about one-fifth crop of oats is in or will be in.—Moses Edwards & Sons.

Des Moines, Ia., May 4.—Field work has been almost at a standstill due to wet soil and frequent showers. Plowing for corn is probably not one-fourth done and no planting has been done. The soil has been so wet that where plowing has been done it will become cloddy if dry weather comes soon. Toward the

close of the week the soil dried more rapidly and worked up better. With normal weather conditions planting of corn and sugar beets will begin within a week. Oats and barley seeding has progressed slowly. Considerable more barley will be seeded, but it is becoming too late for much further oats seeding. Reports of oats rotting are numerous. Early seeded fields are up and showing green, but the stand is thin and patchy. Spring wheat is up and doing nicely, but slow. Winter wheat is making fair progress.—Charles D. Reed, meteorologist, U. S. Dept. of Agriculture.

KANSAS.

Albert, Kan., May 7.—We have about 90% of a crop this year. Have had plenty of rain.—Farmers Mill & Elevator Co.

Alameda (Kingman p. o.), Kan., May 7.—Wheat promises a half crop, judging from present appearances.—T. L. Winfry, Alameda Grain Co.

Almena, Kan., Apr. 25.—This section of Kansas has been very wet all month. Prospects for the wheat crop were never better at this time of the year.—M. S. Mellor.

Robinson, Kan., Apr. 26.—Wheat looks fine. On account of wet weather corn planting will be late. Oats are not all in yet.—J. A. Petty, Farmers Union Co-op. Ass'n.

Muscotah, Kan., Apr. 29.—Wheat looks very good. Acreage is small in comparison with other years. Acreage of corn will be large. Weather is cold and we are having a late spring.—T. B. Kelley.

Chicago, Ill., May 9.—I travelled all day Friday thru Kansas and wheat looks fine. In the entire day I only saw one field that was spotted. Looks like a 90% crop to me.—H. Todd, Simons, Day & Co.

Larned, Kan., May 3.—Weather in Pawnee County has been ideal for the growing of wheat. Can see quite an improvement each week. With favorable weather from now until harvest time think the crop will equal that of 1919.—T. H. Urton, Rea Patterson Milling Co.

KENTUCKY.

Georgetown, Ky., May 10.—We have a small acreage but a fair wheat crop in this section. Farmers are rather backward in getting out their crops, but with good weather from now on we think crop conditions will improve very materially.—J. M. Haggin, Logan & Haggin.

MINNESOTA.

Forest Lake, Minn.—Rye looks good here. Wheat acreage is cut in half on account of the late season.—E. J. Houle.

Le Sueur, Minn., May 3.—Small grain seeding all done. Grain works into the ground in fine shape. Winter grain looking fine since the rain. Farmers are preparing to plant corn.—Wierwill Bros.

MISSOURI.

Richmond, Mo., April 28.—Wheat looks fine. Season is fully two weeks backward on corn, and more than that on oats.—H.

Maryville, Mo., May 3.—Condition of wheat in this locality very poor. Small acreage of oats sown because of excessive moisture. Fair weather badly needed.—J. F. Cook.

MONTANA.

Cascade, Mont., May 6.—Crop conditions at this writing are ideal.—State Elvtr. Co.

Painville, Mont., May 6.—Ground is in good condition. Altho seeding is late about one third of it is done.—Jennison Mills Co.

Helena, Mont., May 7.—Montana is long on moisture this season. Northern Montana reports moisture down to depth of 3 feet on the prairie. An abundance of snow in the mountains which will insure plenty of water for irrigation. Farmers feel that they will have a big crop this year. Seeding and reseeding are going on rapidly. Wheat acreage is about 65%. Oats acreage will be somewhat larger than it has been the past two seasons. Large amount of Canadian oats coming in for feed and also for seed.—G. A. Bailey.

NEBRASKA.

Roca, Neb., Apr. 30.—Heavy winds have done considerable damage to the growing wheat.—Robt. W. Jark.

Anoka, Neb., May 7.—Grain prospects are good only a little backward on account of heavy rains.—V. M. Ticknor, mgr., William Krotter Co.

Waterloo, Neb., Apr. 27.—Farm work is three weeks late. Land is very wet with prospects for a flooded bottom land. Heavy

acreage will be sown to corn this year.—Waterloo Elevtr. Co.

Alda, Neb., May 5.—About 40% of corn is in the farmers' hands here. Wheat and oats look good. Corn acreage will be increased. Farmers are planting now.—D. E. Minor, agt., Trans-Miss. Grain Co.

Kenesaw, Neb., May 7.—Wheat in this section is not the best. Considerable damage has been done by high winds and much wheat land has been sown to barley, corn and oats. We look for a large corn acreage this year if the rain lets up so we can get the crops in.—Kenesaw Mill & Elevator Co.

NORTH DAKOTA.

Russell, N. D., April 30.—Seeding, hasn't really begun yet, for spring is late. Grain will be planted late.—R. J. Maier, agt., Atlantic Elevtr. Co.

OHIO.

Hamilton, O., May 5.—Oats planted will be 100%, corn planted will be 100%. Growing wheat is 60%.—C. M. Elliott.

Holgate, O., Apr. 26.—Thirty percent of the wheat land will be put to other crops, mostly oats.—S. Snyder, mgr, Holgate Co-op. Co.

Havana, O., Apr. 26.—Rain the last two weeks has delayed plowing. Very little oats sown. Wheat looks well since the late rains.—Andrew Ringlein & Co.

Mechanicsburg, O., May 7.—Owing to the lateness of the season we do not think there will be any heavier acreage of corn than usual. Wheat land which was hurt by Hessian fly is only spotted, and oats has been substituted in many cases.—The Wing Seed Co.

OKLAHOMA.

Choteau, Okla.—Wheat acreage very small, condition poor. Corn acreage small and late.—Choteau Elevtr. Co.

Anadarko, Okla., May 6.—Crop conditions here are good. Wheat and corn look fine. Not much corn or wheat left in the farmers' hands.—Don Vollmer, Vollmer's Elevtr.

Ashley (Ingersoll p. o.), Okla., May 6.—Wheat has been held back because of dry weather and other causes. It is very short, but it is looking fine. We are beginning to need rain.—Farmers Grain, Lumber & Coal Co.

Lawton, Okla., May 5.—Wheat in good condition but acreage only about 25% of last year. There has been a big increase in oats acreage. The entire state of Oklahoma probably has 75% of last year's acreage.—F. E. Humphrey, mgr, Lawton Grain Co.

SOUTH DAKOTA.

Alpena, S. D., May 8.—Crops are very late here due to wet weather.—Mason Smith.

Turton, S. D.—Seeding only about one half done. Winter rye coming along nicely.—N. D. Wales.

Chester, S. D., May 3.—Unfavorable weather has made seeding from 2 to 3 weeks late.—E. W. Mueller, mgr, Chester Farmers Elevtr. Co.

Kingsbury, S. D., May 1.—We are having too much rain. The farmers are a week or ten days behind with their work.—Roy Kenyon, agt, Western Terminal Elevtr. Co.

Blunt, S. D., May 5.—Excellent prospects for a bumper crop. Seeding is delayed on account of rain; about 50% is in the ground. There is a big increase in acreage.—H. H. Persson.

Andover, S. D., May 5.—Not much wheat in the farmers' hands. Crop conditions are good, tho late. Wheat is starting to come thru the ground. Decrease in wheat is 25%; increase in barley, 10%; increase in oats and rye, 10% each. Less wheat was sown on account of the wild oats in some fields.—J. M. Kilpatrick, mgr., Andover Farmers Elevtr. Co.

TEXAS.

Ft. Worth, Tex., May 2.—Grain needs rain badly in all parts of the state, reports Sec'y Dorsey of the Texas Grain Dealers Ass'n.—R.

Archer City, Tex., Apr. 25.—Crop conditions below the average as well as acreage. It has been drouthy until today's soaking rain.—Forbes Mill & Elevator Co.

Chicago, Ill., Apr. 30.—In the Texas Panhandle wheat has suffered slightly from want of rain. High winds are doing some damage. Rye is in better condition than wheat, but the oats have practically all been blown out by high winds. Farmers are working hard, and considerable sod land is being plowed under, pre-

sumably for planting new crops. It is too early to give definite figures as to acreage, but reports indicate there will be an increase in the acreage of most crops, and the land which has been sown to oats will be utilized for row crops. In Southern Texas the weather has been dry, which delayed rice and cotton planting, though on April 26th there was almost an inch rainfall in the territory surrounding Houston, which was very beneficial to growing crops. About 90% of the corn land has been plowed, and 75% planted, but very little is coming up account dry weather. In the Eastern Central and Northern Central sections wheat and oats are showing the need of sunshine and warm growing weather, otherwise these crops are in good condition. Corn is sprouting well, and is in good condition. Practically all of the corn killed by the freeze two weeks ago has been, or is being replanted. In the Western Central, Northern and North-western sections wheat and oat prospects are not very encouraging. Rain is badly needed. Wheat is holding up better than oats. The corn crop has been damaged by freeze and some has been replanted. The crop needs rain. A good part of the acreage that had been

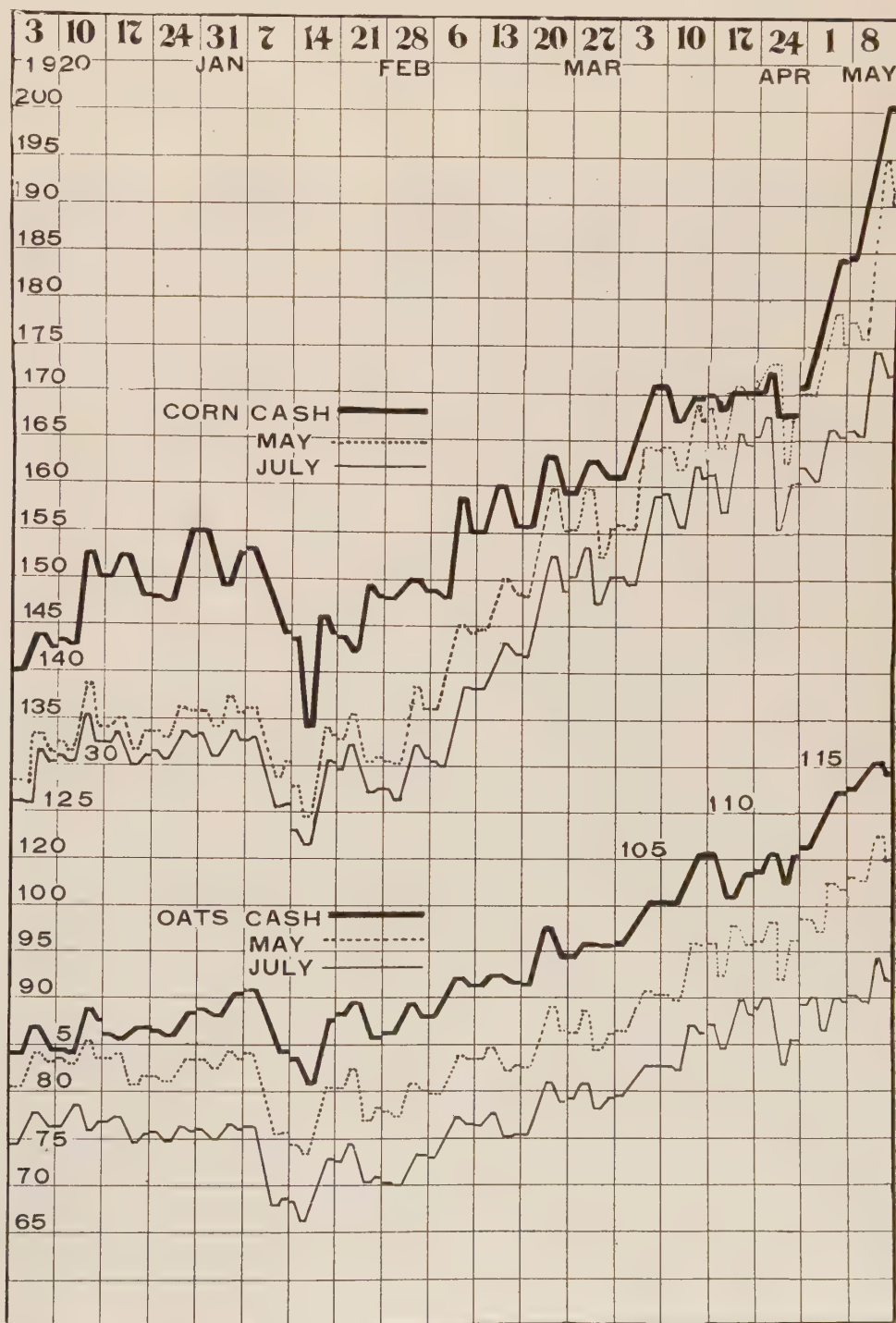
planted to corn, and the young crop later damaged by freeze, will be replanted to cotton. Farmers are just beginning to plant milo, kaffir and feterita, but moisture is needed to soften the ground.—S. H. Johnson, V. P., C. R. I. & P.

WISCONSIN.

Marshall, Wis., May 5.—Winter wheat lived thru the winter fine. Prospects good for a big yield. Seeding is all late in this locality on account of so much rain.—C. Porter.

Cash Corn and Oats Fluctuations from Dec. 29 to May 8.

Opening, high, low and closing average prices of No. 2 mixed corn and No. 2 white oats at Chicago each week are given on the chart herewith. The daily average is used in charting; actual prices were made each day a few cents above or below the extreme charted. The May and July futures are shown by dotted and light lines for comparison.



Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

CANADA.

Ft. William, Ont., May 1.—Receipts of mixed grain at this market during April were 1,853,506 bus., compared with 945,432 bus. received in April, 1919. Shipments of mixed grain were 1,902,544 bus., compared with 349,427 bus. shipped in April, 1919.

ILLINOIS.

Farmington, Ill., May 1.—Very little oats and corn are left in the farmers' hands.—W. J. Jackson, mgr., Farmington Lumber & Grain Co.

Chicago, Ill., May 1.—The supply of oats is now the smallest in many years at this period. The railroad trouble has held back the shipments from the country, and at the same time contracted shipments to the eastern markets.—P. S. Goodman, Clement, Curtis & Co.

IOWA.

Adams, Ia., May 5.—No grain moving from farms now. Some corn and oats will move after planting.—Des Moines Elvtr. & Grain Co., J. M. Johnson.

KANSAS.

Brewster, Kans., Apr. 25.—Cars are short for the movement of the present crop. Will have a good share of the old crop to move when the new crop is made.—M. S. Mellor.

MISSOURI.

Albany, Mo., May 6.—Grain movement has been satisfactory in this locality.—G. W. Ager, mgr., Iowa-Missouri Grain Co.

NEBRASKA.

Waterloo, Neb., Apr. 27.—One-quarter of the grain still in farmers' hands.—Waterloo Elvtr. Co.

Roca, Neb., Apr. 30.—Corn is practically all out of the country. The little left will be used for commercial feeding. Wheat also nearly all marketed.—Robt. W. Jark.

Kenesaw, Neb., May 7.—Fifteen per cent of the corn is still in the farmers' hands. Farmers are willing to sell at the present price if we could get cars to ship it.—Kenesaw Mill & Elevator Co.

NEW YORK.

New York, N. Y., May 10.—Wheat receipts from farms for the week ending Apr. 30th were 5,633,000 bus., compared with 1,986,000 bus. received in the corresponding week a year ago. Wheat receipts from farms previous week were 4,813,000 bus., compared with 2,185,000 bus. received the corresponding week a year ago. Total wheat receipts from farms from June 27th to Apr. 30 were 742,705,000 bus., compared with receipts for the same period in 1919 of 711,448,000 bus. Total stocks of wheat in all elevators and mills for the week of Apr. 30 were 134,851,000 bus., compared with stocks a year ago of 106,732,000 bus. For the week ending Apr. 23 total stocks in mills and elevators were 141,842,000 bus., compared with stocks on hand the corresponding week in 1919 of 120,891,000 bus.—U. S. Wheat Director.

OHIO.

Hamilton, O., May 5.—Corn is high and scarce in this locality.—C. M. Elliott.

Oats Movement in April.

Receipts and shipments of oats at the various markets during April, compared with April, 1919, were as follows:

	Receipts		Shipments	
	1920	1919	1920	1919
Baltimore	399,088	189,096	756,676	.....
Chicago	2,691,000	5,537,000	1,740,000	5,138,000
Cincinnati	638,000	486,900	220,000	296,000
Duluth	76,340	20,335	89,544	2,545
Ft. Wm.	2,331,759	1,301,827	1,378,030	579,767
Kansas City	188,700	1,182,400	178,500	1,129,500
Minneapolis	1,027,610	1,591,240	1,516,680	1,198,340
New Orleans	.....	.....	107,020	324,819
New York	702,000	.....	106,000	.....
Omaha	1,732,000	1,566,000	1,164,000	1,734,000
Philadelphia	79,582	875,361	.....	362,755
San Francisco	27,900	36,600	.....	.....
St. Louis	1,804,000	3,324,000	1,095,630	2,602,290
Toledo	194,750	846,608	62,430	588,990
Winnipeg	4,902,300	2,238,600	.....	.....

Holgate, O., Apr. 26.—Grain nearly all moved.—S. Snyder, mgr., Holgate Co-op. Co.

TEXAS.

Floydada, Tex., May 2.—Dealers complain of a lack of cars to move grain.—R.

Ft. Worth, Tex., May 2.—Two thousand cars needed for maize shipments in Western Texas, report officials of the Panhandle-Plains Chamber of Commerce. C. R. I. & P. transportation department announces that 100 empties are being sent to relieve car shortage in the Amarillo district.—R.

Rye Movement in April.

Receipts and shipments of rye at the various markets during April, compared with April, 1919, were as follows:

	Receipts		Shipments	
	1920	1919	1920	1919
Baltimore	1,867,378	2,233,084	2,530,130	1,622,688
Chicago	222,000	1,192,000	951,000	2,855,000
Cincinnati	2,400	34,800	2,100	32,400
Duluth	1,091,483	1,761,093	5,944,510	2,450,450
Ft. Wm.	98,456	85,702	290,299	159,305
Kansas City	28,000	66,000	63,800	96,800
Minneapolis	805,370	1,504,150	984,920	1,132,150
New York	1,101,600	.....	1,185,000	.....
Omaha	203,500	178,200	233,200	72,600
Philadelphia	441,904	1,442,475	481,437	1,367,308
St. Louis	9,900	22,000	15,730	41,150
Toledo	19,200	39,645	98,400	96,680
Winnipeg	120,750	100,100	.....	.....

Corn Movement in April.

Receipts and shipments of corn at the various markets during April, compared with April, 1919, were as follows:

	Receipts		Shipments	
	1920	1919	1920	1919
Baltimore	605,302	523,860	79,325	1,800
Chicago	2,261,000	6,140,000	739,000	1,715,000
Cincinnati	386,400	375,600	219,600	344,400
Kansas City	550,000	1,850,000	331,250	862,500
Minneapolis	546,130	256,600	398,500	180,499
New Orleans	.....	.....	121,698	98,906
New York	105,200	.....	2,000	.....
Omaha	2,002,000	1,842,800	1,545,600	2,084,600
Philadelphia	219,003	248,956	8,571	177,928
St. Louis	1,837,550	2,214,855	713,070	1,473,505
Toledo	133,750	98,600	67,360	30,980

Wheat Movement in April.

Receipts and shipments of wheat at the various markets during April, compared with April, 1919, were as follows:

	Receipts		Shipments	
	1920	1919	1920	1919
Baltimore	848,268	1,821,751	580,445	2,900,507
Chicago	769,000	1,117,000	1,080,000	4,710,000
Cincinnati	139,200	92,400	193,200	91,200
Duluth	1,907,841	137,695	1,059,250	11,948,888
Ft. Wm.	4,324,335	2,763,656	4,493,460	9,991,474
Galveston	.....	.....	1,326,874	588,666
Kansas City	2,235,600	1,198,900	2,354,400	3,609,900
Minneapolis	5,781,950	5,534,870	3,377,810	6,311,410
New Orleans	.....	.....	296,272	1,506,428
New York	1,264,000	.....	1,240,000	.....
Omaha	1,448,400	198,000	1,318,800	2,362,400
Philadelphia	1,146,618	4,654,073	929,397	4,097,609
St. Louis	774,994	1,396,883	458,450	565,490
Toledo	254,400	468,360	134,935	475,870
Winnipeg	5,619,075	5,316,250	.....	.....

Barley Movement in April.

Receipts and shipments of barley at the various markets during April, compared with April, 1919, were as follows:

	Receipts		Shipments	
	1920	1919	1920	1919
Baltimore	2,881	85,371	52,859	.....
Chicago	527,000	3,586,000	286,000	1,484,000
Cincinnati	1,300	80,600	.....	.....
Duluth	69,999	14,394	89,928	396,666
Ft. Wm.	654,437	1,049,963	686,425	1,197,830
Galveston	.....	.....	.....	163,333
Kansas City	115,500	96,000	65,000	113,100
Minneapolis	744,680	2,709,100	950,290	3,529,250
New Orleans	.....	.....	205,333	93,333
New York	100,100	.....	208,000	.....
Omaha	84,600	199,800	41,400	252,000
Philadelphia	1,373	4,782	.....	526,895
San Francisco	89,353	368,478	.....	.....
St. Louis	28,800	57,600	20,170	22,205
Toledo	2,400	.....	16,200	10,950
Winnipeg	857,250	1,115,100	.....	.....

Daily Closing Prices.

The daily closing prices for oats and corn for May delivery at the following markets for the past two weeks have been as follows:

MAY OATS.													
	Apr.	Apr.	Apr.	Apr.	Apr.	May	May	May	May	May	May	May	May
Chicago	26.	27.	28.	29.	30.	1.	3.	4.	5.	6.	7.	8.	8.
Minneapolis	99 1/4	99	99	99 1/4	100 1/4	101 1/4	106	107 1/4	105 1/4	105 1/4	105 1/4	105	105
St. Louis	103 1/4	103 1/4	102	103	103 1/4	104 1/4	107 1/4	109	108 1/4	108	110	111 1/4	111 1/4
Kansas City	99 1/4	99 1/4	99 1/2	99 1/4	100 1/4	103 1/4	106 1/4	107 1/4	106 1/4	106 1/4	106 1/4	105	105 1/4
Winnipeg	112	111	112 1/4	109 1/4	111 1/4	113	116 1/4	119 1/4	119 1/4	120	120 1/4	119	119

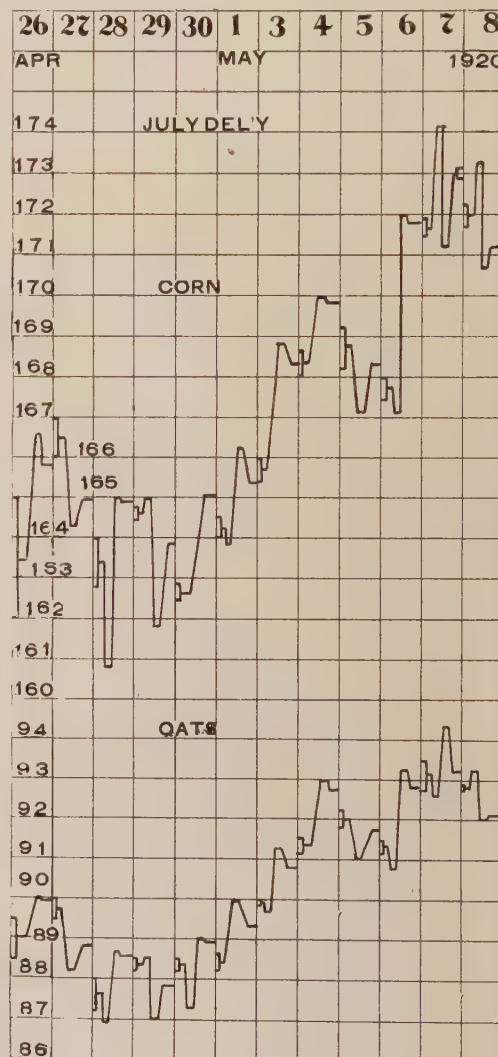
MAY CORN.													
	Apr.	Apr.	Apr.	Apr.	Apr.	May	May	May	May	May	May	May	May
Chicago	173	174	173 1/2	172 1/2	177	175 1/4	179 1/4	182 1/2	183 1/2	188 1/4	191 1/4	190	190
St. Louis	173	177 1/4	176 1/4	175 1/4	178 1/4	181 1/4	183 1/4	184	188 1/4	193	192	192	192
Kansas City	168 1/4	168 1/4	167 3/4	168 1/4	168 1/4	167 1/4	170 1/4	172 1/4	173 1/4	176 1/4	178 1/4	178 1/4	178 1/4
Milwaukee	173 1/4	174 1/4	173 3/4	172 3/4	177	176	180	182 1/2	183 1/2	189	192	192	190 1/2

WISCONSIN.

Milwaukee, Wis.—Receipts of grain during the month of April, 1920, at Milwaukee, as reported by H. A. Plumb, sec'y of the Chamber of Commerce, were, in bushels, as follows: wheat, 134,300; corn, 122,800; oats, 1,431,900; barley, 615,440; rye, 378,000; in comparison with receipts in April, 1919, wheat, 211,720; corn, 443,310; oats, 1,027,470; barley, 1,880,860; rye, 517,050. Shipments of grain during the month of April, 1920, at Milwaukee, were, in bushels, as follows: wheat, 299,937; corn, 783,803; oats, 1,106,812; barley, 137,220; rye, 464,865; in comparison with shipments in April, 1919, wheat, 250,707; corn, 167,380; oats, 961,915; barley, 753,920; rye 1,271,580.

Chicago Futures

Opening, high, low and close on corn and oats for the July delivery at Chicago for two weeks past are given on the chart herewith.



Revolution in Unloading Grain from Box Cars

Operators and builders of large terminal elevators have long since learned, to their sorrow, that no grain handling elevator is faster than the slowest facility making up the grain handling equipment.

Legs, belts, and spouts have been increased in number and enlarged in size from time to time, for the purpose of increasing the handling and shipping capacity. Two, three and four receiving sinks of large capacity have been arranged over conveyors feeding each leg in the hope of keeping each receiving leg continuously occupied in elevating grain to garsers above the scale hopper. But even with four receiving sinks feeding each leg, the cups have run empty much of the time and the receiving sinks have remained the slow point of every terminal elevator.

Large storage units are of great advantage when it comes to making up full cargoes for export. Elevator engineers have devised conveyor belts and legs which will easily load the largest steamer to capacity in a short time, but unless a fresh supply of grain can be injected into the bins in short order, the next vessel to arrive for a load must await the old-time

process of unloading cars by hand before the elevator will be ready to start loading a new cargo. The slow receiving facilities have nullified the benefits of the great improvements made thruout the modern elevator.

The receiving tracks have always been the slow point for the terminal grain elevator. The unloading of grain from box cars into the receiving sinks has always been dependent upon the mood and hustle of the car openers and the grain shovelers. No more than two men can work to advantage in opening the grain doors and often they are nailed so tight this operation alone consumes 20 to 30 minutes. When the grain door is finally opened only two men can work to advantage in shoveling out the grain, so that receiving belts and legs fed by only one sink are idle most of the time.

Grain doors, when firmly anchored to the car door-posts, have always retarded the work of getting the grain out of the car, for until the grain doors are loosened, no grain will run out of the car and the shovelers are barred from admission. Many shippers have seemed to think it was incumbent upon them to bar

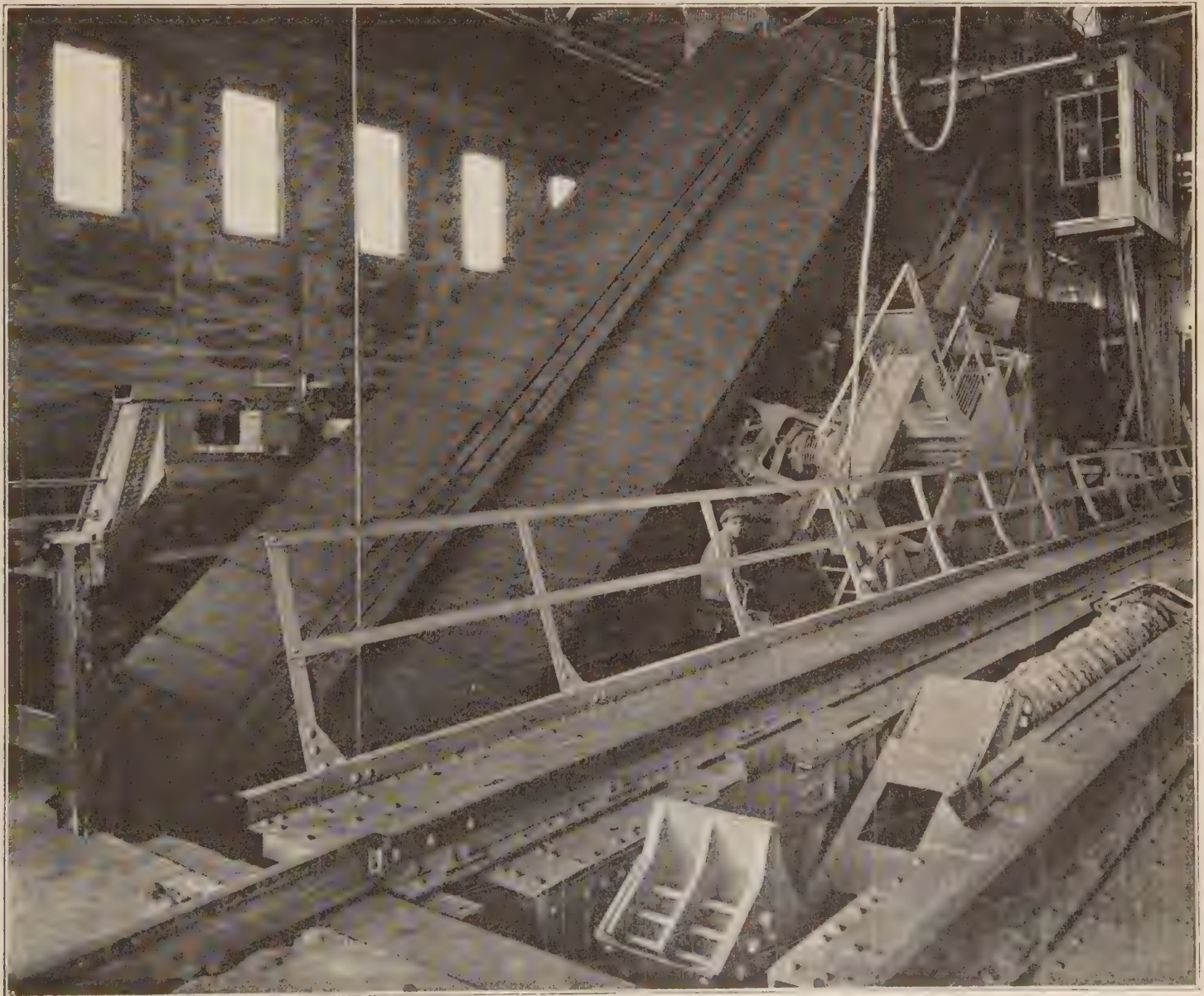
the door against all comers and they have used wood most wastefully in closing the doorway. Last week one car was opened at the new Northern Central Elevator in Baltimore, the doorway of which was boarded up with 9-foot lengths of 2-inch oak planks. Twenty-penny nails were used in anchoring the planks to the doorposts.

During the last two years, operators of terminal elevators generally have experienced unusual difficulty in keeping a full force of grain unloaders, even though the scarcity of this class of labor has prompted them to offer three and four times as much wages as they were asked to pay in former years.

With all these difficulties surrounding the grain receiving sinks of every large receiving elevator, it was but natural that the engineers were called upon to devise some mechanical means for quickly unloading grain cars without the necessity of employing so much manual labor.

In the new Northern Central Elevator of the Pennsylvania Railroad at Baltimore will be incorporated many new features and improvements which will help to solve some of the problems of terminal elevator operators. But the greatest innovation, which is a marked departure from anything previously attempted, is the introduction of mechanical facilities for unloading grain.

The 4 Stewart-Link Belt Grain Car Unloaders will not only increase the number of



Unloading Box Car with Stewart Unloader in Track Shed of the Northern Central Elevator at Baltimore, Md.
[See pages 872-873.]

cars unloaded into each receiving sink, but they will greatly reduce the amount of trackage needed to receive a given quantity of grain, and also reduce the number of men needed to unload cars.

The placing of the track shed and the laying of the tracks was long delayed by long drawn out negotiations with the Canton Railroad, whose tracks cross the Pennsylvania tracks on Twelfth Street just beside the Northern Central elevator annex. The obdurate stand of the Canton Railroad not only fixed the grade of the Northern Central's tracks, but also limited the car storage capacity of the elevators receiving tracks. In order to obtain a maximum car handling capacity on the four tracks obtainable, the track shed with its four unloaders was placed equi-distant between 12th Street and the end of the pier. With this arrangement 15 loaded cars can be placed on each of the 4 receiving tracks and a switch engine will not be needed until the 60 cars have been emptied and pushed thru the track shed to the pier. Each track is equipped with a Stewart-Link Belt Car Unloader which empties the grain from cars onto a conveyor belt by which the grain is delivered to the boot of receiving leg in the working house.

Each track is equipped with a disappearing barney, which will drop down below the level of the track or rise up and pull a string of 15 cars either forwards or backwards, as the operator of the car unloader in the track shed may desire. Each barney is controlled by heavy endless cables.

THE OPERATOR of each car unloader is stationed in a glass house just above and beside car on his unloader, so that he can easily see what is going on at every stage of the operation. The cars are not damaged, marred or soiled in the operation.

When, with the assistance of the barney, the operator has pulled the foremost car to the middle of his unloader, he first anchors the car, then pushes in the grain door and slowly tips it to different positions, so that all grain will be readily dropped into the receiving sink. A large car is unloaded just as quickly as a small car.

Each movement of the grain car unloader is controlled by an individual motor, and all motors are operated only from the operator's house. All motors and operating devices are so arranged that when the first and each succeeding motor is set in motion, each in its order will perform the service for which it was designed, and automatically stop when its cycle of operation is completed. When it is completed, it automatically connects the next cycle of operation, so that Mr. Operator is compelled to manipulate his levers in their fixed order.

The Stewart-Grain Car Unloader unloads cars with the services of two men, one in the operator's house, and the other to uncouple cars and operate the air hose used to dislodge grain caught behind linings or frame and sweep car.

The operator after getting car on Unloader starts Motor No. 1, which controls the clamps at the ends of the car and holds fast the couplers. These clamps, when not in use, drop down below the level of the rails, out of the way. They are so arranged that they will firmly engage the couplers of cars of any length.

When the end clamps B have exerted a certain pressure, the power is automatically thrown out, and the motors controlling the side supports marked C are set in operation. These side supports move up against the side and sill of the car on the receiving sink side, and when they have exerted a certain pressure the power is automatically thrown off, and Motor No. 3, which controls the grain door opener, is set in operation.

THE GRAIN DOOR opener is operated by a motor which moves it steadily in fixed lines. The front of opener first drops so that

the lower edge rests on the floor in the doorway. Two upright bars bear on their faces small, sharp spikes, which immediately engage the outer surface of the grain door, just beside the car door-posts. The grain door is quickly pushed in about six inches and raised a similar distance from the floor, so as to insure the breaking of all connection with the door-posts.

The parts of the grain door are retained on the sharp prongs of the door pusher until all grain has run out or been swept out of the car, when the pusher is withdrawn and the grain door drops to the floor of the car intact, without being touched by hand.

As soon as the grain door opener has pushed the grain door to its limit, the next motor, No. 4, is automatically connected and this motor quickly tips the car sidewise to an angle of 30 degrees. As the grain door is retained on the face of the door opener, which remains stationary, the tipping of the car sidewise greatly increases the opening below grain door and permits the grain to drop into the hopper of the receiving sink.

When the car has been tipped sidewise, to an angle of about 30 degrees, the current is automatically transferred to Motor No. 5, which in its turn tips the car endwise to an angle of 45 degrees, while it remains at 30 degrees sideways. This permits the grain in the up end of the car to run out rapidly.

Motor No. 5 is then placed in reverse and the car is tipped into a directly opposite position, so that all grain runs out from other end of the car box. Then Motor No. 5 is again brought into operation and car is raised to a horizontal position. Motor No. 4 is reversed and car is brought to a normal position. The doorman then enters with air hose

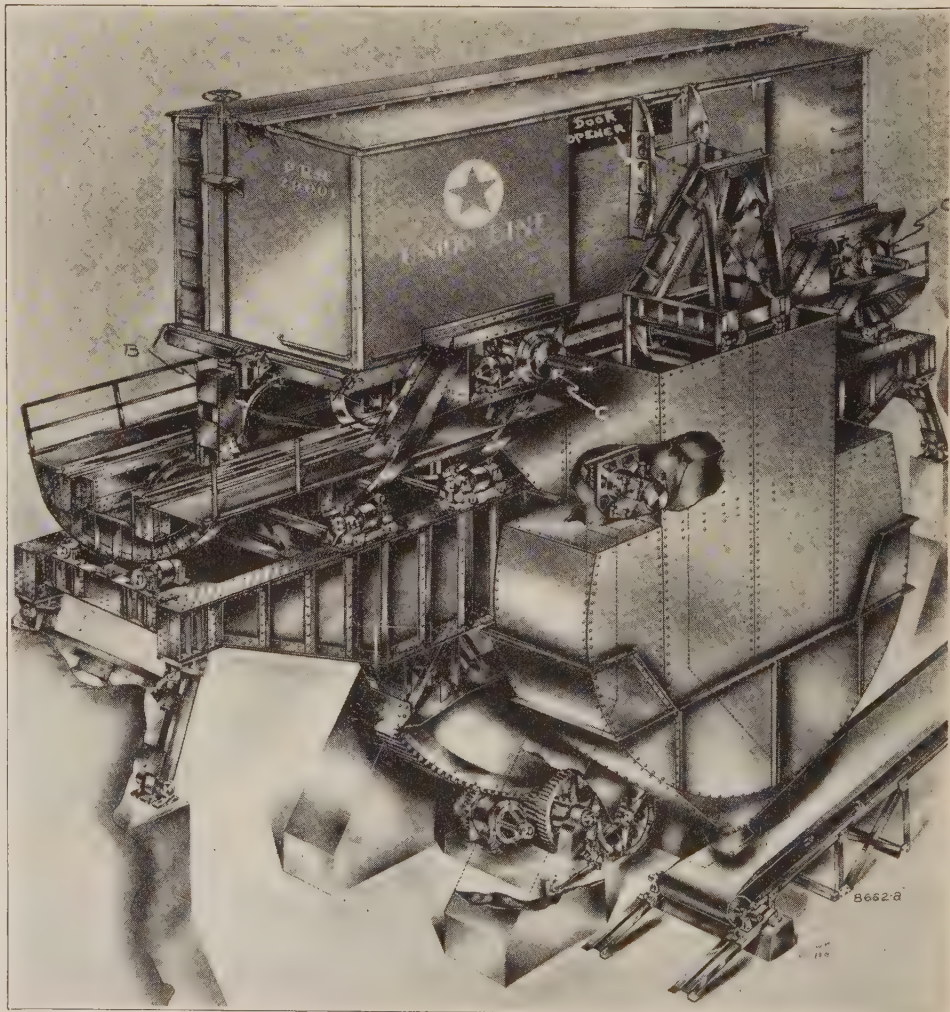
and dislodges grain from linings and sweeps it out. As Motor No. 3 is reversed, the grain door pusher is withdrawn and the grain doors or lumber are dropped to the floor of the car. The reversal of Motor No. 2 withdraws the side supports, and the reversal of Motor No. 1 withdraws the coupler clamps and drops them below the level of the rails.

The Stewart-Link Belt Unloader was perfected only after four years of careful planning and experimentation. With it any car door can be opened in 15 seconds regardless of the strength of the grain door, regardless of how tight it is nailed to door-posts and without destroying the door and without straining the car in the least.

The entire operation of unloading a car with this Unloader takes 10 minutes. Passing the car thru the necessary movements takes 3 minutes. However, it is confidently expected that the operation of the Unloader will be speeded up considerably.

This new machine will not require any more power to unload a car in 10 minutes than do the power shovels operating for 45 minutes.

This Unloader will reduce operating expenses by reducing the number of employees required. A large terminal elevator which unloads on busy days about 200 cars requires 80 men at all times, regardless of whether they have cars to unload or not. One of these Stewart Unloaders will unload 50 cars per day with a maximum of three employees. Four machines will unload 200 cars with twelve employees. On days when there were no cars to unload the idle working force would be reduced 68 men thru the use of these unloaders.



Sectional View Showing Construction and Arrangement of Stewart Car Unloader in Northern Central Elevator at Baltimore, Md.
[See pages 871-873.]

Train loads of grain billed to ocean steamer can be unloaded, weighed and delivered direct to hold of vessel without delay.

The Grain Car Unloader will not only greatly reduce the cost of unloading grain, but also will increase the receiving capacity of every sink. The engineers of the Pennsylvania Railroad are much elated by the great success of the undertaking, and the designing engineers, Jas. Stewart & Co., are surely to be congratulated on finally speeding up this slow point of terminal elevators.

Cash Payment of Freight.

At the hearing Apr. 20 by the Interstate Commerce Commission on the collection of freight charges under Section 405 of the Transportation Act, Guy M. Freer, sec'y of the National Industrial Traffic League, stated that Procter & Gamble, of Cincinnati, O., were collecting \$8,000 each month from carriers because of errors in freight bills. One Buffalo company had advised him 40% of its freight bills were incorrect.

The National Industrial Traffic League filed the following recommendations:

Effective July 1, 1920, the collection of freight charges by carriers by railroad subject to the Act to Regulate Commerce shall be on a cash basis.

(a) The term "cash basis" shall be considered to cover payment of transportation charges at the time of delivery of inbound shipments or at the time of acceptance for forwarding of prepaid outbound shipments, or:

(b) When approved by the proper officer of the carrier, if the shipper or consignee remits his check for the amount of the freight charges on the business day following delivery of the goods and receipt of the freight bill, such transportation will be considered cash payment.

Provided, however, in cases where the enforcement of the rule will either retard the prompt forwarding or delivery of the freight, the prompt release of equipment, or will result in the congestion of station facilities, or where it will deprive the shipper or consignee of reasonable opportunity to verify the correctness of his freight bills and thereby avoid the payment of overcharge time for payment shall be extended as follows: Such shipper or consignee shall be permitted to make not less than four monthly settlements and bills shall be rendered by the carrier daily and statements of such bills be mailed to the shipper or consignee on the 7th, 14th, 21st and last day of each calendar month, and where statements are so rendered they shall be paid on or before the 10th, 17th and 24th day, respectively, of the month in which they are rendered and on the 3rd day of the succeeding month for the statement rendered on the last day of the previous month (see note), if the consignor, to cover prepaid shipments, or the consignee, to collect shipments, shall file a surety bond, either individual or corporate, in an amount equal to 120 per centum of the average weekly payments of such shipper or consignee. The form of such bond shall be prescribed by the proper officer of the carrier. Failure to pay such charges within the time prescribed will automatically cancel the arrangement.

NOTE.—Whenever the day on which the statement should be rendered by the carrier or

the payment date on which the shipper or consignee should remit falls on Sunday or on a legal holiday, the statement may be mailed or payment made on the following business day.

Errors shall be adjusted in substantial conformity with U. S. R. R. Administration General Order No. 25, amendments thereto and interpretations thereof in effect February 29, 1920. Collection of undercharges shall not be subject to the foregoing rules; such bills shall be separately presented and the shipper or consignee will be allowed 30 days for investigation and settlement from the date on which the bill is received. In order that delays in settlement may be avoided and consignees be given sufficient data from which intelligently to check incoming freight bills, the carrier shall be required to render such bills in conformity with the Commission's recommendation in docket 5518. In the matter of freight bills, requiring the carriers to show the point of origin, the date of shipment, its weight, the route of movement, the initials and the number of the car, and adequate description of the property carried, the rate or rates applicable to the service rendered, and a statement of the nature, amount and points of accrual of each item or charge for stoppage, in transit, reconsignment, switching, drayage, car service, storage or other charge incident to the transaction, including icing, heating or feeding.

Freight bills not rendered in conformity with said requirement, which for lack of information that should be shown cannot be verified by the consignee, shall be returned to the carrier for correction, before payment is required.

Alfred P. Thom, for the carriers, said he did not believe Section 405 applied to intra-state traffic.

W. W. Manker, of Armour & Co., said S. O. No. 25 was costing his firm \$25,000 a year, which they did not object to, but wanted sufficient time to check bills before payment, as it was false economy to pay an incorrect bill and be compelled to file an overcharge claim.

J. S. Brown, mgr. of the Transportation Department of the Chicago Board of Trade, asked that the present practices with regard to grain and hay be continued.

A. B. Jones, treasurer of the C. & N.-W. R. R. stated he did not see how grain and iron ore could be handled on other than a credit basis.

James F. Fahnestock, treasurer of the Pennsylvania railroad: There has been a tremendous increase in incorrect bills due to the fact that industries have enticed our best men away from us, and we have had to depend on girls and inexperienced men to make out these bills.

He said the railroads need the help of the shippers to keep their heads above water, as when the government took over the railroads it took all their money, and when it gave back the property it kept all the money. Altho the new law allows the carriers half a month's receipts as working capital, the government has refused to let the roads have any money unless it is shown to be absolutely necessary. This works against extension of credit on freight bills.

Exchanges Fight Sale Tax.

On May 7, representatives from the exchanges of leading cities met in New York City, at the invitation of the New York Stock Exchange, to discuss plans for defeating the proposed tax on stock and commodity sales now being considered by Congress, the tax to raise revenue for soldiers' bonus. The tax, as proposed, would be 2 cents for every \$10 on market value of all securities sold. It was pointed out by William H. Remick, president of the New York Stock Exchange, that such a tax would not only cause dire distress in business of the country; but it would yield actually little revenue, for it would have the tendency to restrict transactions affected by it, and would change the characters of these markets from free and open markets for stocks and commodities to places where only occasional transactions would occur.

Stock exchanges represented were: New York, Boston, Cincinnati, Cleveland, Louisville, Washington, Columbus, Buffalo, Baltimore, Providence, Hartford, Pittsburg, St. Louis, New Orleans, the Consolidated Exchange, the Produce Exchange, and Curb Market Ass'n of New York and Chicago.

Com'ites to represent the conference thruout the country were appointed.

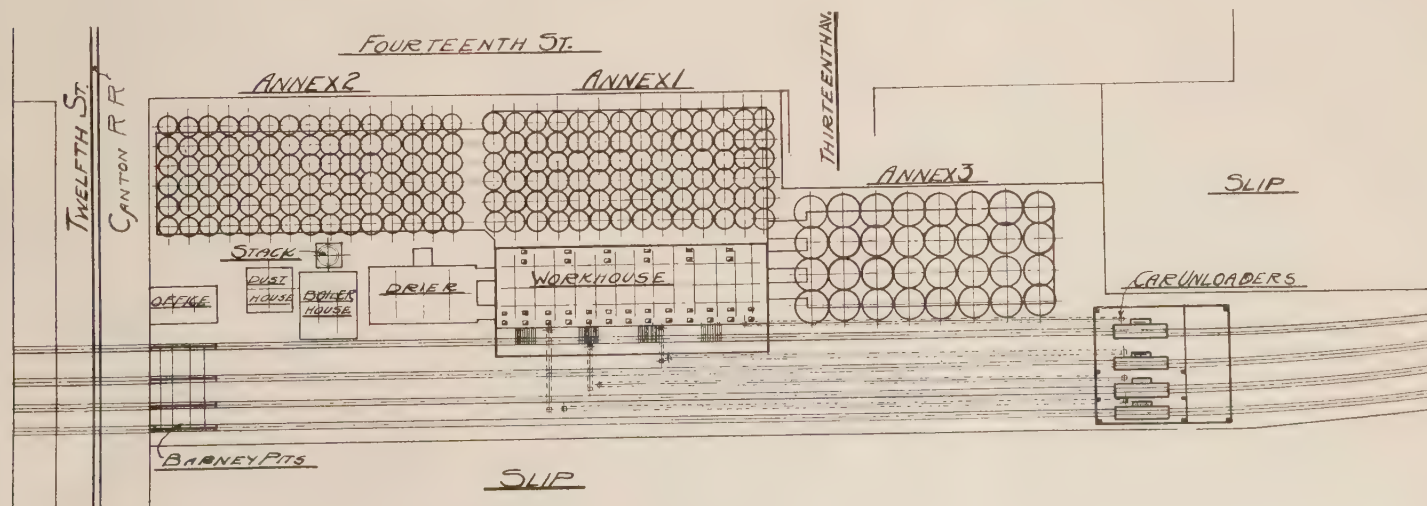
At a special meeting of the Chicago Board of Trade, May 8, independent action on the matter was taken, as expressed in a set of resolutions unanimously adopted. These resolutions follow:

WHEREAS, The result and experience of many years has conclusively proved that the organized grain exchanges have, in the most efficient manner, helped to perform the important function of moving and financing our cereal crops from the farm to the consumer at the smallest possible expense to the people; and,

WHEREAS, There is now pending in Congress a Bill designated as H. R. 13874, containing in Section 704, a clause placing a tax of two cents on each ten dollars in value of all sales of grain or produce for future delivery, the said tax being an increase of 900 per cent over the rates now in force and effect; and,

WHEREAS, The effect of the enactment of the proposed tax would be disastrous and ruinous to the organization and efficiency of the grain exchanges by reducing the volume of transactions to such an extent that instead of a broad, free, open market, which in the interests of the country should always be maintained, a contracted and restricted market would inevitably result—a condition greatly against the public interest; therefore, be it

RESOLVED, That we, the members of the Board of Trade of the City of Chicago, which through its members, their employees and their families contributed to the government over twenty-two hundred men for service in the army and navy during the war, urgently and emphatically protest against the enactment of said tax in Section 704 of Bill H. R. 13874, or any other tax especially levied on the transaction in the organized market places known as boards of trades or produce exchanges.



Ground Plan of Northern Central Elevator and Track Shed, Baltimore, Md.
[See pages 871-872.]

Decatur Welcomes Illinois Grain Dealers Ass'n

The 27th annual convention of the Illinois Grain Dealers Ass'n was held May 11 and 12 at the Orlando Hotel, Decatur, Ill. The visitors commenced to arrive on the evening of the 10th, and before the first session opened the morning of the 11th, more than 400 had registered. The many complicated questions confronting the trade at this time brought out a large crowd of enthusiastic dealers all eager to cooperate in furthering the Ass'n's work.

The opening session was called to order by Pres. Fred G. Horner, of Lawrenceville, introducing Rev. C. E. Jenny, pastor of the First Presbyterian Church of Decatur, who delivered the invocation.

Hon. Chas. M. Borchers, mayor of Decatur, told the grain men that he would gladly lock up the chief of police and the ass't chief of police until the convention was over and that the visitors, at least temporarily, owned the city.

Pres. Horner replied to the address of welcome and delivered the President's annual report, which follows:

President's Address.

A year ago we met in annual convention at Peoria, after having just passed thru a year of the most trying and humiliating experiences that the members of this Ass'n had ever suffered, and it was quite natural that we should have been in the midst of pessimism and forebodings in reference to our relationship with the Grain Corporation during the approaching 1919 wheat harvest, but it is a pleasure to know that, like most of disasters seen in advance, the one menacing us at that time never happened, but on the contrary, the crop was handled by our membership without any friction whatever with any department of the Grain Corporation. And for this we should not fail to give proper credit to Second Vice-President Bert H. Lang, of the St. Louis Zone, who has exhibited such a great sense of fairness and wisdom in the administration of the affairs of that office, and who well merits the universal praise he is receiving.

But we must all now admit, and it is a pleasant commentary on the value of Ass'n work to do so, that the real reason for the altered attitude of the Grain Corporation itself, was a movement which was started by the Illinois Grain Dealers Ass'n in January, of 1919, when a conference was called of all the State Ass'ns in the winter wheat belt and these Ass'ns, co-ordinating under the auspices of the Grain Dealers National Ass'n, and with the active and whole hearted support of President Goodrich and Sec'y Quinn, collected such a mass of data and presented such a formidable front as to demand a consideration which they had never before received.

This year there is no one overshadowing question confronting our trade, as there was last year, but there is no dearth of work in sight for our Ass'n. We have the usual trade problems; we have the determination to secure from Congress reimbursement for the losses suffered by the establishment of the fixed price for wheat in 1917; and we have the usual differences with the railroads to harmonize, such as the rental adjustments which the carriers are attempting to make on right of way leases, and we of course have ahead the perennial fight for the collection of our loss and damage claims, but our rights in this respect have been considerably clarified by the Interstate Commerce Commission report in what is known as Docket 9009, and on which case one of our directors, E. M. Wayne, has given so liberally of his time for the past two or three years and every dealer owes it to himself to thoroughly familiarize himself with this report, the full text of which may be secured from the Superintendent of Documents at Washington.

Paternalism.—One thing that impresses me very strongly is that in nearly every important subject confronting Ass'ns such as ours, we find the issues complicated by the power and supervision of some governmental department and necessarily any possible remedy lies in the same direction. It has, therefore, become very difficult to disassociate trade discussions from politics. I do not mean partisan politics, for the disciples of paternalism are peculiarly non-partisan and are as familiar in the Democratic as in the Republican party. It is a matter to be fought out within and not between our two

great parties, but to my mind, it is one of the most important basic issues confronting the United States today and one that is receiving the least intelligent and consistent thought. We should not make the mistake of considering this paternalistic tendency as an outgrowth of the war, for it is a sentiment that had been accumulating for years before that time. In fact, the absolute price fixing and actual control of various industries, made necessary by the war, have been very largely relaxed, but the seed has been deeply planted and every newspaper echoes the clamor for governmental supervision of business.

We are at present confronted with a world wide shortage in production, accompanied with a largely increased purchasing power and without looking very deeply for causes, our people only know that something has hit them and they are looking for relief to the government instead of to natural economic laws. Our parlor socialists and many misdirected intellectuals and so-called welfare workers are, perhaps unwittingly, joining hands with the loud-mouthed professed socialists and pointing to Washington and very naturally that mass of officialdom composing our cumbersome mess of bureaus and commissions lends a helping hand to grasp for further power and the easiest way for its accomplishment is by the extension of special privileges to the classes controlling the largest number of votes. It has become quite popular to measure the success of a department of our government, not by the good that it has accomplished, but by the number of its employees and the size of its expenditures. It is not strange, under such a system, that the two largest classes in the country should have been exempted from the operations of the Sherman law, by means of subterfuges carried in the urgency deficiency appropriation bill's nor is it strange that the machinery of the Federal Trade Bureau should be working overtime for the propagation of co-operative ideas at the expense of legitimate business.

Our present system of distribution is an outgrowth of unfettered competition and of the survival of the fittest and if co-operative societies can succeed and supplant this scheme under the same conditions they will do so by showing a greater efficiency, and I say, all glory to them and I will be the first to applaud their success, but if it is necessary to foster them by hot-house methods, as is being done at present, I will be the first to condemn them. If we, as middlemen, cannot show ourselves indispensable under competitive conditions, we deserve no sympathy and should be cast into the discard. But, just as we are not asking any special governmental favors for ourselves, we should insist with all our power that none be extended to any other class, regardless of the size of their vote.

To me the big outstanding lesson we have learned in the past three years is a warning against this tendency towards paternalism—this insidious entrance of our government into business affairs—this tendency of our people to look to the government for the correction of every economic wrong and for the propagation of myriads of weird fallacies. You may call it what you please—paternalism; communism; socialism; even bolshevism—the differences are of degree more than kind—but the fact remains that if carried to its logical conclusion, it will absolutely destroy that individual thrift and efficiency and that wonderful initiative which, in the short space of less than a century and a half, have made the United States the greatest, the richest, and the most enlightened nation that the world has ever seen.

The members of this Ass'n have in the past three years, had a first hand experience with a bureaucracy, which in the personnel of its officials was perhaps as nearly ideal as any one could reasonably expect, but how would you like to continue to operate under such a bureau and face the certainty of some bureaucrat periodically issuing a statement overnight which would enhance or depreciate the value of your stock of grain to the amount of several times your handling margin and then possibly in the course of another twenty-four or forty-eight hours to be confronted with a rank repudiation of the first statement by the same or some other official with a resulting upheaval in the opposite direction? How would you like to be trying thus daily to conform to rules issued yesterday, to be amended or countermanded tomorrow, or to fathom what retroactive measure would best serve the political interests of some member of the bureaucracy? And with all this in mind, don't forget that our experience was as nearly ideal as could be expected from such a system. The lesson is so clear that he who runs may read and it has been brought

home to us grain dealers so concretely that we should not fail to profit by the experience.

Divorce Government from Business.—Let us all, in the future, use whatever influence we may have, individually and collectively, to divorce our government from all possible participation in or active supervision of business—I say all possible, for I will admit the necessity in certain extreme cases of monopolistic control, but let us consider such cases as a necessary evil, and whenever there is any question as to the advisability of in any way interfering with the law of supply and demand, let us use our influence to give the old law of supply and demand another trial. If we err, let us err on the side of non-interference by the government in business—and by business, I do not mean our business, the grain business, only—I mean iron and steel; coal and oil; cotton and wool; and every other private enterprise. It should not matter whose ox is gored.

Let us as fast as possible get back to the Constitution—back to the three original branches of government: executive, legislative, and judicial, and eliminate these countless and these worse than useless, these dangerous bureaus and commissions, with which we are damning up every effort at initiative and private enterprise and placing ourselves under the control of the ruthless paradoxical fiat of some pigmy bureaucrat.

I want to thank you all, officers and members, for the co-operation that you have shown in the past year and for the honor that I have enjoyed of heading a body of business men who have conducted themselves as you have done during the trying experiences of the past three years, and it is a matter of great pride to me to know that there is not one solitary act in the history of that period for which the Illinois Grain Dealers' Ass'n will ever feel ashamed.

The President's annual address was followed by the report of Sec'y W. E. Culbertson, of Delavan, which follows:

Secretary's Report.

This year has been a busy year for the Ass'n. During the past year 78 new members have been added to our roll, and while this is above the average yearly increase, we show but little gain in our total membership, due to the resignation of members who have disposed of their business to co-operative companies. These companies have been organized in nearly every grain shipping point, but this need not necessarily alarm the grain dealer, for under the abnormal conditions that have existed those with little experience have been able to conduct a grain business and show a profit. However, the time will come when it will once more be the survival of the fittest, and the dealers who have made a life study of the grain business will undoubtedly weather the adverse conditions more successfully. Let us hope that that time is yet far distant, and that when it does arrive that all co-operative companies will be managed by competent grain men. This Ass'n has no quarrel with the co-operative companies, but on the contrary, is willing to aid them in every way possible, and we at all times welcome their applications for membership in this organization.

The Claim Buro, as will be shown by Mr. Schantz, chairman of the Claims Comite, has made a very enviable showing when it is considered that fully 33 1/3% of all claims handled by the Buro were originally filed by the shipper, his commission merchant or some collecting agency, and then given us, and of these we collected better than fifty per cent. Under our claim rules we need not have handled these claims, but as the aim of this Ass'n is to be of service whenever it is possible, we have disregarded these rules. We have no apology to offer for so doing, feeling that the results obtained are our justification.

The Scale Department has been one of our greatest sources of worry the past year, one reason being that our inspectors were not able to obtain the necessary repairs for all types of scales from the manufacturers. The growing popularity of our scale inspection service, which is not confined to the grain trade alone, but has reached out to every business having weighing facilities, and even to the farmers, has kept our inspectors so busy they have not always been able to render prompt service. This season we will have additional inspectors, which we hope will eliminate this trouble, but if all members will address all requests for inspection to this office, instead of the individual inspector, more efficiency will obtain, as we are in daily communication with the inspectors, and if the letters come to them they are often not received until their return from a trip that may have been in the immediate vicinity of the request.

Fewer Trade Disputes.—We are pleased to report that during the past year there have been fewer trade disputes between our members than for many years previous, and for this reason the work of the Arbitration Comite has been very light. I have made it a prac-

to endeavor to bring about an amicable settlement between members, without resorting to the Arbitration Comite.

We believe that one of the most important functions of Ass'n work is the meeting of members in different localities to discuss the various questions that are affecting the trade in general and their own local conditions in particular. A great many local meetings have been held throughout the year, which we believe have been of much value to those in attendance. We hope to hold even more local meetings this coming year than ever before, and those of you who would like to have a get-together meeting with your neighbors, so that you can become better acquainted and discuss local conditions, please advise me and I will gladly arrange such a meeting when it will suit your convenience.

Efficient service has been our effort during the past year. In every way we have tried to make the Ass'n more useful. We have tried to be alive and awake to your interests along every possible line. We have tried to conduct the Ass'n upon a real business basis.

The financial statement for the year ending May 1, 1920:

Receipts.	
Balance on hand May 1, 1919.....	\$2,102.56
Dues	6,589.00
Membership fees	340.00
Arbitration fees	40.27
Directory advertising	2,224.75
Claim fees	1,491.99
Scale fees	284.39
Sale of directories	32.20

Total\$13,105.16

Disbursements.	
Office supplies	\$ 431.82
Officers' expense	910.10
Postage	522.35
Annual convention	150.88
Office rental	180.00
Arbitration refund	15.00
Telephone and Telegraph	148.43
Ass't secretary	1,348.00
Printing	450.17
Secretary's salary	2,500.00
Secretary's expense	1,035.90
Directory printing	981.00
Dues to National Ass'n	379.00
Dues to Chamber of Commerce	30.00
U. S. bonds	1,903.09
Arbitration	46.34

Total\$11,032.08
Balance on hand May 1, 1920..... 2,073.08

Wm. Murray, treas., Champaign, Ill., read the treas.' annual report, the figures corresponding with those embodied in the sec'y report previously read.

In the absence of Harry Allen, chairman of the Finance Com'ite, Lee W. Railsback, of Weldon, read the report of the finance com'ite.

At this point a telegram was received from J. H. McCune, former pres. of the Ass'n, in which he sent his regrets at not being able to attend and also asked to be withdrawn from the Board of Directors owing to his retiring from the grain business.

Lee G. Metcalf reported that there had been no preliminary meeting of the resolutions com'ite, and consequently no preliminary report.

Chas. Quinn, sec'y Grain Dealers National Ass'n: I have just received a letter from Henry L. Goemann, chairman of the transportation com'ite of the G. D. N. A., in which he requests that the members of this Ass'n consider minimum car loading and take some action in keeping with their idea on this subject. The matter of importance now, is whether the proposed 24-inch minimum loading from roof of cars is sufficient to allow the inspectors to obtain a representative sample. A hearing on this subject will be held on May 25 and it is Mr. Goemann's desire to have the opinion of this meeting. Mr. Goemann feels that the minimum loading should remain as it is, at 30 inches.

I understand that an inspector using the new triers can secure a representative sample from car loader 24 inches from roof, but I do not know if this is true.

H. A. Rhoades, Grain Supervisor at Indianapolis: If the car has been trimmed it is possible to secure a sample from a car loaded to within 24" of the roof. If not trimmed it is difficult.

Lee G. Metcalf, Illiopolis: Will not the car trim itself in transit?

Mr. Rhoades: If there is considerable switching it will level itself to a certain extent. If piled on one end at the start it will

probably be that way in the finish regardless of transit.

Mr. Metcalf: Load as close as possible without passing the danger line. Railroads pass the responsibility to the shipper for loading and trimming cars. The general trend of the railroad's attitude is to make the shipper more responsible all along the line. Cars are scarce and we should load as full as possible, but we do not want to do away with an evil by creating a greater one.

J. W. Radford, Chicago: Mr. Goemann has studied this subject and he is thoroughly familiar with it. We shud follow his advice.

Dealer: The inspectors are inclined to play safe, and if the car is loaded higher than 30 inches from the top they will report it as "Too heavily loaded to get sample."

Mr. Rhoades: Care might be taken in fitting grain doors on heavily loaded cars, so if it is necessary to remove part of the door when inspecting it will not leave the car in a condition which will cause it to leak when switched.

Mr. Whitehead, a St. Louis receiver: Frequently samplers report cars too heavily loaded to secure proper sample. This takes the responsibility off the shoulders of the sampler and inspector, and the buyer of the grain buys it blindly. The shipper must be protected. It is hazardous to load over the 30-inch limit.

Mr. West: This "too-full-to-sample" stuff is a joke. It is becoming a habit for the sampler to report this, and I have had cars reported "too full to sample" when I have loaded them even more than 30 inches from the top. We must protect our interests and we are glad to load cars as full as possible when we only get about one a month, but this "too-full-to-sample" stuff is all wrong.

Mr. Metcalf: The sampler and inspector is merely passing the buck in such cases.

Wm. Murray of Champaign: I move to make this into a resolution to protest against the reduction of the minimum loading from 30 to 24 inches. *Carried.*

Geo. E. Booth: I suggest that this convention consider passing a resolution asking that we be relieved from the restrictions and regulations of the Lever Act. The Grain Corporation passes out of existence June 1, but the Lever Act is still in force until the Peace Treaty is accepted and we are subject to its regulations.

Mr. Quinn: Mr. Barnes has practically assured the trade that after the Grain Corporation passes out the Lever Act will not be used to force restrictions on the grain trade. He said to disillusion your minds from any danger of regulation by the Lever Act.

A dealer: It is hard for anyone, even Mr. Barnes, to say that the Lever Act will not be enforced. We shud keep within the law for our own safety.

Mr. Booth: Regarding the resumption of future trading, it was unanimously decided by the members of the Chicago Board of Trade that they wanted the wheat business handed back to them, but no special time was set. The three big problems in this matter confronting the Grain Exchanges are (1) Transportation, (2) Fear of concentrated foreign buying, and (3) the Lever Act. The matter of working out plans for reestablishing the future trading is now in the hands of a com'ite.

Pres. Horner: The consensus of opinion is that the futures are to be resumed as near as possible to the new crop movement. But this is not definite.

Mr. Quinn: Let me know if any of you have had trouble with the railroads on leases or maintenance since the return to private ownership.

Mr. Koch: Will the railroad go back to its former method of paying for the installation of side track?

Mr. Quinn: Haven't gone back and likely will not. This question is coming up soon, that is why I have asked for your experiences.

But I feel sure they will not return to the pre-war basis.

Mr. Koch: Can I get \$2 per car refund after I have paid for installing switch?

Mr. Walker: If you give a dime to the railroad kiss it good-bye.

Mr. Walker, Ridgeville: The lease of the side track was \$25 per year when I bought my property. Last year it was raised to \$60 and before the railroads went back to private ownership I was told that my rent would be doubled for the coming year commencing May, 1920.

Mr. Quinn: The State Warehouse Commission has been placing the valuation on property. This valuation is determined by the sale price of surrounding property and then the rental is placed at 6% of the total value.

Mr. Koch: If we permit the railroad to put these things across, what will they do next?

Mr. Horner: Wm. R. Bach, our attorney, will arrive to-morrow and we will be able to go into this matter a little more thoroly then, for he has been making a study of this.

Mr. Moore: I have had some trouble with the railroads in the matter of loading to capacity. I have been loading cars with 76,000 to 82,000 lbs. corresponding with the marked capacity of the cars, but the railroad men have been insisting that I load them with 88,000 lbs.

Sec'y Culbertson: The marked capacity of the car shall govern according to the latest ruling, and you have a good claim on the railroad for any loss you have suffered in this respect.

E. A. McKenzie, Moweaqua, chairman of the scale com'ite, read the following report:

Scale Com'ite Report.

During the past year over 800 requests for inspection were received by the scale department; 353 towns were visited and 651 scales tested.

The coming year the scale department has arranged that all the grain producing sections of the state be visited by a competent inspector both spring and fall. As the inspectors will travel by auto truck on these tours, it has been decided that the fairest way to distribute the expense is to make a fixed charge of \$5 per dealer per station. This charge is slightly below the average expense per dealer during the year just ended, and it is hoped that this will meet with the approval of all members.

The Com'ite recommends that all members address all requests for inspection direct to the Sec'y's office, believing that by pursuing this course more efficiency will be attained.

Sec'y Culbertson: The fee for the inspection of scales by the Ass'n inspectors is \$4 for the first scale and \$3 for all others to the members of the Ass'n and the fee is \$5 to all outside parties who have scales tested. From this time on the inspectors will travel in autos so they will be able to better cover the territory. Urge the farmers in your community to have their scales tested regularly so they will comply with your own weights.

Adjourned until 1:30 p. m.

Tuesday Afternoon Session.

Pres. Horner opened the afternoon session by inviting everyone in attendance to the entertainment to be provided in the evening.

He then introduced B. W. Snow who read an address on the world's food problems.

The World's Food.

Primitive instinct led men not to consume day by day all the fruits of that day's labor, but to lay aside the surplus produced above daily necessities as an insurance against any of the factors which might involve underproduction at a later time. This surplus taking the form of machinery, buildings, railroads, ships, all the varied instruments of production, transportation and exchange, slowly but surely increased the human capacity for production at a faster rate than human needs for consumption were increased, despite the growing population of the world.

With this improvement which brought a constantly increasing margin of safety to mankind, there was of necessity some general improvement in the status of life for the mass of people, but it is true beyond cavil that society is so framed as to throw the greater part of these savings of all into the control of only a limited portion, into control of the class least likely to consume it.

The fundamental truth is, that it is this very inequality in the distribution of wealth, that has made possible the vast accumulations of capital that characterized the nineteenth century and the cumulative use of which improved the ease and plane of general human life. Such accumulations of capital and the consequent general good which has flown from it could never occur in any form of society where the individual consumes all he produces and where wealth is equitably divided. In this lies the justification of the capitalistic system, but if the accumulations under the control of the capitalistic class were expended or consumed for its own narrow pleasure, satisfaction or gratification, instead of becoming a general capital working for the economic advantage of all, the world would soon find such a system intolerable.

It is an inexorable law that there must be an equitable relation between the selling price of all products of human labor, and the enforcement of this law is automatic. Whenever the labor engaged in one occupation secures a reward in the necessities and comforts of life that is disproportionate to the reward for similar effort in other fields of production, labor which is essentially fluid flows from the poorly rewarded to the more profitable service until increased production in one direction and decreased production in the other forces a readjustment of comparative price level. This law is working today, both here and the world over, through the flow of labor out of agriculture into industrial life, and in the end it will force a readjustment by which the reward to labor on the farm will permanently rest at the same level as the reward to labor in the shops.

The destruction of world capital as a result of the war will hurry along the increase in the value of products of farm labor when measured in the products of industrial labor, just as the use of accumulated capital accelerated the development of new fields of agricultural production and thereby lowered the relative value of the products of farm labor. The pendulum has completed its arc and is now swinging back. During this golden age for industrial labor the population of the world has multiplied at an increasing ratio, with the center of increase naturally in those countries of greatest industrial activity. To illustrate, Germany between 1870 and 1914 became the world's most vast and complicated industrial machine, and her population increased from 40,000,000 to about 68,000,000. She then passed from a position of food self-support to one of food dependence upon over-seas countries. All of western Europe came to relatively the same position. The food wants of this non-self-sustaining population were met by the exploitation of the food resources of new foreign lands.

The population remains, for when contrasted with the fecundity of mankind the frightful life loss of war becomes important from the standpoint of economic value rather than that of numbers. This population must be fed, but there are no more great new areas of agricultural land to be exploited. Once more the pressure of population upon food is established. Once more the reason for the deep seated pessimism that pervades the literature of our early political economy asserts itself. The factors out of which come this renewed pressure of population upon food supply may be arranged as

First—The progressive exhaustion of new lands for agricultural development.

Second—Increasing population in the lands of supply and consequent decreasing percentage of production available for trans-seas use.

Third—Increasing inability of Europe to feed herself because of the increased fecundity of population under the improved living conditions through three generations of easily obtained food supply.

These three factors are merely the manifestations of permanent and immutable law, and they were already beginning to tip the balance between supply and demand when the violent factors of war destruction accelerated the tendency.

These war factors, contributory in character rather than fundamental, might be listed as

First—The temporary withdrawal of labor from food production because of military necessity during the progress of the war and because of temporarily higher wage return to industrial labor.

Second—The destruction of farm machinery and farm animals, both in the war zone and through the inexorable demand for war supplies.

Third—The temporary decrease of land productivity in Europe because of commercial or financial inability to maintain soil fertility through the accustomed use of nitrates.

Fourth—The lack of accumulated capital with which to finance the further agricultural and transportation development of present producing lands, or to exploit new lands if such there be.

Decreasing Food Supply.—The combination of these permanent factors with the temporary but immediately effective war results spells a decreasing food supply when measured by population requirements, and forecasts a renewal of the old struggle so happily forgotten during the golden age just closed. But the

world is not going to starve, nor will we return to the sorrowful centuries when famine and war were the twin specters that political economists regarded as necessary to keep the world's population within compass of the world's food.

What is ahead of us is a higher plane of food values, or to put it more correctly, in the years to come and indefinitely as far as we can now see, the products of agricultural labor will exchange for an increasing volume of the products of industrial labor. This readjustment will not be accomplished without strife and stress and strain inside of our social organization, because it will overturn the theories and the cherished purpose of that school of social thought which believes itself able to nullify the Divine command that man shall earn his bread by the sweat of his brow. The effort to shorten hours of labor and indefinitely lengthen the hours of leisure will reverse when more individual effort and individual production are required in exchange for the products of farm labor. The labor that works with nature in her wonderful alchemy of food production must gauge its hours to her immutable laws, and the labor that would partake of the bounty thus secured must give an equal volume of effort in the production of goods to exchange for the product of farm labor.

But higher prices for food products of itself does not increase the total supply of food. It aids, however, in the solution of the food problem from two standpoints. It enforces economies in use and it tends to a decreasing ratio of population increase. It also to a certain extent increases the supply because it makes possible more intensive cultivation, the greater utilization of inferior lands and the employment of an increasing percentage of population pressure as it appears will be the tendency toward dietic change and the greater utilization of what have been neglected products. Vegetable oils are steadily displacing animal fats, thus utilizing natural products that were once ignored. And as pressure increases, the elemental foods will take the place of foods that are a secondary product. The thirteen bushels of corn that are represented in a hundred pounds of pork possess far greater food value in the original than in the secondary form.

The war has left us in a position similar to the ocean after a terrible storm. The water continues to heave and we often wonder if it ever will become calm again. In measuring a mountain it must be remembered the height is measured from the level of a quiet sea and not from the top of the waves or from the top of a swell.

Before the war, Europe could not live one year without products from foreign lands. This condition is even worse today. For the present and the immediate future Europe is more dependent than ever on outside resources.

Leaving Russia out, Europe requires at least 600,000,000 bus. of wheat from the United States to keep alive. England, France and Italy are economizing on their grain products as they never did before. Central Europe is in a situation far worse than any time during the war.

Food problems of Europe are our problems. We probably will have a wheat carry-over of 150,000,000 bus. and a crop of about the same amount.

At the present moment the Argentine government is discussing an embargo on their grain products until the next harvest. Australia has asked England not to take grain already hot.

The food and bread situation of the world is critical. Are we, who sent an army over to France that never faltered, going to hesitate, lose our courage and not give of our stores that these people may live?

Seldom does a man get such applause after an address as did Mr. Snow.

Chas. Quinn, Sec'y of the Grain Dealers Nat'l Ass'n spoke on the activities of his Ass'n. Speaking on the car situation he urged the dealers not to expect any immediate relief. He said that the present shortage of 250,000 cars could not be relieved in two and a half years, should all the car factories work at their full capacity. The present output of 100,000 freight cars for a year will not give us 100,000 new cars at the end of the year because freight cars are thrown on the scrap heap at the rate of about 50,000 a year.

The G. D. N. A. recently asked the Interstate Commerce Commission to give the shipment of grain precedence. A refusal explained that if this request were granted every manufacturer and jobber, handling a necessity of life would want the same privilege.

Under the ruling of Jan. 13, Mr. Quinn explained, the I. C. C. laid down what was required in the handling of scales. "Now when you present your claim to the railroad, you

will not be paid if your scale is out of order, if it has not been inspected frequently enough or does not come under the specifications laid down by the I. C. C." The proper inspection and handling of the scale will solve most of the trouble in collection of loss and damage claims.

Paying loss claims, when a car is in a wreck on the invoice value of the shipment or the replaceable value has always been a source of trouble. Until a recent supreme court ruling claims were all paid on the invoice value. Since then they have been paid on the replacement value. Railroads now under private ownership are paying on the invoice value again.

Rental problems are of National importance. Railroad men in the employ of the Railroad Administration are responsible, to a large extent, for the higher charges. They saw a chance to put something over and did it. It is ridiculous for railways to force some of these new leases on the dealers, for instance, making a dealer responsible when a man is hurt on a side track of the railway running to a dealer's plant and making the dealer shoulder the blame for fires started by equipment owned by the railway.

A representative of the Illinois Department of Agriculture then asked that the Ass'n cooperate with the State Department of Agriculture in eradicating the barberry pest. He then quoted an instance where the State Department of Agriculture was the only representative the Illinois shipper had when the U. S. Dept. of Agri. was planning to place an embargo on Illinois shipments.

Chairman H. A. Hillmer read the report of the Arbitration Com'te. During the past year, he explained, only one case had come to the Arbitration Com'te for settlement. It was the case of Carson Co. (Detroit, Mich.) vs Hasenwinkle Grain Co. (Bloomington). 40,000 bus. of No. 3 corn were purchased for delivery at a certain date. At the time this corn was to be delivered it was almost impossible to secure. Thru an agreement between the two companies the time was extended. A further difference about this shipment was righted to the satisfaction of both concerns. Many minor differences that came up during the year were settled without the arbitration com'te by Sec'y Culbertson.

The chairman of the Executive Com'te, E. M. Wayne, explained that during the year there had been no cause for discipline because of refusal to arbitrate.

A. P. Schantz, Lexington, chairman claims Com'te, read the following report.

Claims Com'te Report.

The Claims Bureau, during the fiscal year ending May 1, 1920, received 428 claims, amounting to \$24,818.92. Of these 310 claims, amounting to \$14,919.90 have been collected.

This Bureau is not only handling the claims of members with expedition and satisfaction, despite extremely adverse conditions, but is also fighting the shippers' fight every day in the year for better conditions in the matter of railroad claims. The Claim Bureau is dependent upon the fee of ten per cent collected on claims paid by the railroads, and if all the members would make use of our bureau it would greatly add to its efficiency, and we would be better able to combat the problems that assail the shipper when he attempts to collect his loss and damage claims. Another thing, some shippers use us as a last resort, filing all easily collected claims themselves and sending us the ones which are almost impossible to collect. This is hardly fair, as we of course make no charge for filing claims, except upon their collection.

Let us all take advantage of this department the coming year. The Sec'y will forward all necessary forms upon request, without charge.

Chairman H. A. Rumsey of the Traffic Com'te said the movement of wet goods had stopped during the year and that movement of grain had just about stopped and other than that he was co-operating with the G. D. N. A. in his work and he had nothing to report.

Chairman B. L. Christy of the membership com'te reported that during the past year the

state had been divided into 10 districts with a chairman for each district and that the result was very gratifying for about 80 new members had been secured during the year. In conclusion he urged everyone to appoint himself a Com'te of one to help make the Illinois Grain Dealers Ass'n a better and larger organization.

Another live open discussion followed the com'te reports.

G. B. Sprang: How does the average grain dealer figure the proper freight rate on a shipment? It has happened that on three shipments I made in the last few years the railways have come back to me for more money. It is no fault of mine that they did not collect the correct rate.

Mr. Rumsey: If you are shipping to a terminal market you can wire in to any commission firm and they can get correct information regarding rates from the Traffic Departments of the grain exchange in that city.

Pres. Horner: Trouble in rates such as has been discussed usually comes from shipments to the unusual markets. The increase of shipments to local points has caused much of this trouble.

Mr. Sprang: Funny this difference in rate only works one way. They only let me know about it when I have to pay more, never to allow me a refund.

Dealer: A short time ago I received notice that I did not pay enough freight on a shipment made in Jan., 1919. How long is it before a claim of this sort is outlawed?

Dealer: These claims are never outlawed.

E. M. Wayne: At a meeting in Washington a representative of the Federal Reserve Bank said no discretion would be used in financing, but that they would see that the necessities of life such as fuel, food and livestock are financed. The I. C. C. also said that when 10 cars of grain are shipped to the East an effort would be made to ship 10 cars back to the West so as to relieve the car situation.

Mr. Quinn: A service department of the I. C. C. has been established in Washington under leadership of Colonel Robbins, who had charge of transportation of troops in France during the war. Previously he was with the Erie R. R. I think it advisable to inform Mr. Robbins now of your lack of cars.

Mr. Walker: How are cars distributed to dealers?

Pres. Horner: Ability to ship and the volume on hand determined the distribution.

A Dealer: Is it general to use a written order for cars?

Mr. Walker: A number of persons claim to hold more grain than they actually have in order to get cars. They have made an abuse of the privilege.

The Pres.: Capacity of loading also determines number of cars a dealer gets.

Mr. Walker: From my experience—if I have a 25,000 bus. elevator and we both have a loading capacity of 5 cars, then Jones will get three times the number of cars I do even tho I handle just as much grain during the year as does Jones.

Sec'y Culbertson: When the dealers are not fighting between themselves the cars are divided equally. When there is a difference between dealers the car distributors live up to their instructions.

Mr. Walker: Rates on branch lines South in Illinois are often more than on the main lines. Why is this?

Pres. Horner: If you would take this up with the Traffic Bureau of the terminal market to which there is a difference in rate they would make a complaint.

A. P. Shantz, Lexington: Dealers have a habit of claiming a lot more grain in their elevators than they usually have.

Pres. Horner: I. C. C. claims they can not determine the stocks in elevators.

Geo. E. Booth: I. C. C. has asked terminal markets to determine the amount of grain

on hand in their territory. Let the I. C. C. determine the amount of grain on hand by inquiring direct. The dealer will pay more attention to a request for information from the I. C. C. than a request from the terminal markets.

Geo. Wood: I have found that dealers who have claimed amounts in their elevators have reported far more than they should so as to get cars.

A dealer: How did Mr. Wood claim about his stocks?

Mr. Wood: I was playing the game square.

T. E. Hamman: This new car distributor should be made thoroughly familiar with the car situation by the Illinois dealers. Before government operation cars were divided into A, B, C, and D classes, the small percentage that fell in to the first two classes were fit to carry grain. Cars not in these classes were not to handle grain. Very often they were used for handling gravel when they could have been used for handling grain with a few repairs.

Adjourned.

Wednesday Morning Session.

Pres. Horner called the second day's proceedings to order at 10 a. m., and introduced Harry B. Miller, city prosecuting attorney of Chicago, who delivered an address on "The Program of the American Red Cross."

Ben E. Clement, of Waco, Tex., pres. of the Texas Grain Dealers Ass'n, delivered an address on "The 1917 Wheat Loss," from which we take the following:

The 1917 Wheat Loss.

The President and Mr. Hoover had encouraged the regular trade channels to function in their usual manner.

There was no intimation of price fixing until the blow fell. With the great shortage of wheat in the country, news of price fixing was circulated. Can anyone claim that the grain dealer functioning under such circumstances should sustain losses?

This is a matter of government principle. The bill then pending in Congress did not give power to fix prices. The 1917 wheat crop was moving and the market advancing. It was seeking its price level through the law of supply and demand. Mr. Hoover on July 10 said there was no intention to fix the price of wheat. Suddenly the change came on part of those in authority. The price was fixed.

When this wrong was perpetrated on this country I resolved to have this wrong undone. Naturally we did not like this dictatorship. Impelled by patriotism we proceeded under the control. The losses that followed as a result of price fixing were not confined to one state or section. Not one line of the bill told of the authority to be granted. All watched the terms of bill closely and the reservations offered. Our public officials have no right to deceive us. I doubted the wisdom of fixing the price. I knew fixed values were unjust for it meant taking the grain dealers' property at less than its value. It was confiscatory. The question is not of dollars and cents but of justice.

Grain dealers and farmers were compelled thru confiscatory measures to contribute more than their share to win the war. Our government has paid cancelled war contracts and paid for property acquired. They paid for machinery and improvements thru the agencies of the war. The wool supply was taken over and bill is now pending to pay for this wool. But the grain dealers' loss has not been paid. A license system was made to control the milling division and the government promised them actual cost plus 25 cents barrel profit.

Contrast the treatment rendered the miller with that of the grain dealer. Our wheat was taken at sixty cents less than cost which shows the discrimination between miller and grain dealer by the same government agency. Mr. Hoover was the responsible author of this huge injustice. If we single out one group for special tax the government will not long endure. We must not lose sight of our principle of equal rights to all and special privileges to none.

Let us resolve that the grain dealer who has suffered loss by government control be reimbursed.

Wm. B. McKinley, member of Congress, explained that a bill had been introduced to compensate dealers for loss by price fixing of wheat; also that railways must have money to operate. He condemned the Interstate Commerce Commission for refusing to allow rate increases. "Failure to allow sufficient compensation will mean government ownership."

In conclusion he urged conservatism, in asking appropriations by Congress because of the present critical financial situation.

C. C. Cameron, general freight agent of the Illinois Central railroad, was called on for a few remarks. He said in part: The transportation act is the greatest event since the signing of the armistice. Effects of that act are and will be important to all industries. The estimated car shortage is 200,000. If we had money it would be months before the finished cars can be delivered. The only thing to do in this crisis is to load to maximum until new ones are available. The average box car is standing still 75 per cent of the time.

Adjourned for luncheon.

Wednesday Afternoon Session.

Immediately following the luncheon served at the Y. M. C. A., the last session convened to hear the reports of the Resolutions Com'te and Nomination Com'te.

Lee Metcalf read the following resolutions which were unanimously adopted, and two additional resolutions, one thanking all speakers and the other indorsing the extension of deep waterways in the United States were also passed.

Resolutions.

Favor Reimbursement for Wheat Loss.

WHEREAS, in 1917 a price fixing policy was instituted by the United States government respecting the wheat crop of that year, and

WHEREAS, this policy was not inaugurated until wheat crop had begun to move, and

WHEREAS, during movement of crop, up until the price was fixed there was a free and open market which established the value of wheat at a level much in excess of the fixed price, and

WHEREAS, the fixing of the price at less than the market value was to that extent discriminating and confiscatory, resulting in unwarranted and unjustifiable losses on the part of grain dealers of this country, and forcing unequal contributions to war costs from the producers, and

WHEREAS, there is now pending in Congress H. R. 13481 and S. 4196, providing protection and reimbursement for both the producers and grain dealers, therefore, be it

RESOLVED, that we urge upon the congressmen and senators from this state their consideration and support of these bills, and that they do all in their power to accomplish their early and final passage.

RESOLVED, further, that a copy of this resolution be forwarded by the secretary to each congressman.

Oppose Change in 30-Inch Loading Minimum. WHEREAS, the Consolidated Classification Com'te has proposed a change in the minimum car load for grain from 30 inches to 24 inches at the side wall of the car, and

WHEREAS, practical experience has shown that a representative sample of the grain contained in a car cannot be secured in a space of less than 30 inches from top of the grain to the roof of car.

RESOLVED, that we are opposed to any change in present loading minimum of 30 inches.

Oppose Bureaucratic Regulation of Business.

RESOLVED, that we deprecate and deplore the tendency of the federal government to regulate business thru bureaus and commissions. This can only lead to curtailing liberty of action and personal initiative of people in their business activities. Legislation of this kind is based on a false principle of government, and is finding its expression in various phases of state Socialism. It is at war with the traditions, customs and habits of the American people, and is the first step toward the subversion of the social, industrial and business organization which has made this great nation.

More Box Cars for Grain.

RESOLVED, that we do endorse and second the request made by the conference of shipper representatives held at Washington, May 3rd, with the Interstate Commerce Commission, and the Commerce Com'te of the House and Senate, to-wit: First, that Congress increase the present revolving fund of 300,000,000 to \$600,000,000 to be expended only for the construction of rolling stock and motive power.

Second that the Interstate Commerce Commission exercise its power under the Cummins-Esch Act to order the carriers to distribute box cars to these sections of the country where needed for immediate movement of grain.

Third that the Interstate Commerce Commission direct all eastern roads to return all box cars owned in the west to the owner roads, so that they may be used for immediate movement of grain. By doing this, danger of loss to grain dealers is lessened.

high cost of living is reduced, and pressure on the banks for credit facilities, which facilities are now nearing the exhaustion will be relieved.

Against Sales Tax on Grain Futures.

WHEREAS, there is now pending in Congress a bill known as H. R. 13874, the purport of which in Section 704 is to place a tax of 2 cents on each \$10.00 value of all sales of grain and produce for future delivery; and

WHEREAS, it is a recognized fact that trading in grain for future delivery on the grain exchanges of this country is a necessary and important factor in marketing and financing cereal crops from the farms to the consumer at smallest possible expense; and

WHEREAS, all transactions for future delivery of grain are now paying a liberal tax, and any increase would work a great injury, both to the producer and the country dealer, therefore be it

RESOLVED, that we hereby protest most vigorously against the passage of Section 704 in H. R. 13874, and request and urge that every member of this Ass'n write to his congressmen a vigorous protest against this section of the proposed bill; also be it

RESOLVED, that the secretary be requested to send a copy of this resolution to each of the United States Senators and to the chairman of the Ways and Means Com'te of the House of Representatives at Washington, and to the chairman of com'te on finance in United States Senate.

B. P. Hill, of Freeport, chairman, gave the report of the Nominations Com'te. The following new directors were elected: L. M. Walker, Ridgeville; A. C. Koch, Breese; A. E. McKenzie, Taylorville; Lee W. Railsback, Weldon; C. Graves, Weston; and T. E. Hamman, Gibson City, the latter to fill the unfinished term of J. H. McCune.

All officers were re-elected with the exception of treasurer. W. W. Porterfield, Murock, succeeded W. M. Murray.

M. J. Finn, Peoria Ass'n of Commerce Representative, invited the dealers to hold their 1921 meeting in his city.

Adjourned *sine die*.

Convention Notes.

Dancing was in order; wallflowers out of order.

G. D. Jones was the only Buffalo man present.

The baseball game was postponed on account of rain.

Toledo had one representative, S. L. Rice of Rice Grain Co.

W. A. Cutler of Adrian, Mich., was among the distance travelers.

H. E. Knight was the lone Kansas City representative present.

E. J. Housen came from Battle Creek. He's a "Corn Flake" grain man.

S. S. Kerr came from Nashville with John C. Bennett and Chas. Newhill.

Bert Boyd sprung a few new ones, optical illusions and mental confusions.

George E. Traut represented the Grain Dealers National Fire Insurance Co.

Memphis was represented by E. E. Buxton, Walter M. Browne and L. C. Kavanaugh.

Everybody knows Ed Williams, wheat buyer for the Liberty Mills—he was on deck

H. A. Rhoades, grain supervisor from Indianapolis, entered into the open discussion during the sessions.

Ladies were well taken care of at the Country Club where a luncheon was served followed by an auto ride.

The A. E. Staley Mfg. Co. had its new \$2,000,000 plant inspected by the Illinois grain men Wednesday afternoon.

J. A. Schmitz and H. A. Foss of the Chicago Board of Trade Weighing Dept. could not afford to miss this convention.

Peoria's representatives included H. A. Miller, G. M. Miles of P. B. & C. C. Miles and J. A. Waring of S. C. Bartlett Co.

John Dower, weighmaster St. Louis Merchants Exchange, and Chas. A. Wilson of the Wilson Sampling Buro at St. Louis were both present.

T. A. Sommers of Washington, D. C., attended the meeting in connection with his work on grain grading education in the State of Illinois.

J. O. Higdon came from Henderson, Ky. Other Kentuckians were: H. E. O'Bryan and W. F. Rapier of Owensboro and H. J. Mazzoni of Louisville.

Tuesday evening the guests were entertained until 9 p. m. by Nazimova at the Lincoln Square Theatre, then entertainment and stunts commenced in the Orlando Hotel ball room.

Cairo delegation included William S. Powell, Cairo's Chief Inspector; J. B. Gillespie, representing the Halliday Elevator Co.; Ira Hastings, Ora Hastings, E. L. Pink, W. G. Cunningham.

The builders and machinery men present included James A. Worsham of Maroa Manufacturing Co., J. L. Nelson of the J. M. Preston Co., D. B. Noyes, representing the O. W. Randolph Grain Drier, N. C. Webster of the Richardson Scale Co.; H. J. Steidley of the Howe Scale Co.; P. F. McAllister of Ballinger & McAllister; and Mr. Carter of Carter-Mayhew Mfg. Co.

St. Louis receivers in attendance included: A. H. Beardsley of Picker & Beardsley Commission Co.; I. B. Morton, Mr. Schultz, Frank Bubb of Goffe-Carkener Co.; T. C. Taylor; O. H. Schwarz, Turner Grain Co.; B. A. Gilliland; J. M. Sewell of Veninga-Smith; S. L. Fisher of Ballard-Messmore Grain Co.; E. F. Jolidon, Langenberg Bros.; S. A. Whitehead and H. T. Strawn of Nanson Com. Co.; and Frank Osborne.

Souvenirs included pencils from C. B. Spang Grain Co., Georgetown, Ill.; H. E. Kinney Grain Co., Indianapolis, Ind.; blotters from the Liberty Mills, Nashville, Tenn.; a note book from the Illinois Seed Co., Chicago, Ill.; a tape measure from Walter M. Browne, Memphis; a new patent cigar lighter and a condition indicator from Bert Boyd, Indianapolis, Ind.; a knife sharpener and a celluloid notebook from Carter-Mayhew Mfg. Co.; and a booklet explaining the operation of the Chicago Board of Trade by C. H. Thayer & Co.

Indianapolis was well represented by a large delegation including: Bert A. Boyd and R. B. McConnell of Bert A. Boyd Grain Co.; Lew Hill and Chas. S. Weirick of Lew Hill Grain Co.; F. M. Powell and Chas. E. McEwan; B. K. Black and C. L. Leiss of McCordle-Black Co.; Jack Vernon, representing Urmston Grain Co.; Ed. K. Shepherd, Sam Bruce of H. E. Kinney Grain Co.; B. F. Sloan of Kendrick & Sloan; Wm. Goldberg, of Goldberg Grain Co.; Carl D. Menzie; Wm. C. Hayward and W. Wilson of Hayward-Rich Grain Co.

Chicago receivers on hand were: Frank P. Dolan and Geo. E. Booth, representing Lamson Bros. & Co.; C. H. Dodd and Adam Wagner of J. E. Bennett & Co.; R. J. Mansfield and W. H. Conley of Bartlett-Frazier Co.; Joseph Wild of E. W. Wagner & Co.; R. W. Carder of Hitch-Carder; A. J. Cameron; W. K. Mitchell, representing Harris-Winthrop Co.; Chas. A. Shipley of E. Lowitz & Co.; B. F. Traxler; John N. Weinand, J. Nichols, H. L. Miller and A. E. Wood, representing E. F. Leland & Co.; Jack De Courcy of Gerstenberg & Co.; H. J. Mayer and T. E. Bennett; Wm. M., John E. and P. F. Hirschy of J. C. Shaffer Co.; James M. Creighton of Wegener Bros.; W. H. De Bolt and H. A. Rumsey of Rumsey & Co.

Illinois shippers present included: O. N. East, Cerro Gordo; L. E. McAtee, Bloomington; W. L. Finson, Monticello; H. C. Goebel, Jacksonville; A. J. Dailey, Ashmore; Louis Paulus, Lincoln; W. E. Munson, New Berlin; J. T. Cox, Robinson; A. L. Hardin, Charleston; U. J. Sinclair, Ashland; C. A. Stout, Cerro Gordo; J. F. Sprague, Bement; Oscar Collins, Garrett; Clarence Miller, McCon; F. B. Dawson, Carrollton; B. F. Quigg, Minier; B. P. Hill, Freeport; Chas. McEwan, West La Fayette; Wm. Murray, Champaign; L. M. Walker, Ridgeville; O. J. Moss, Kemp; W. S. Long, Rushville; W. H. Johnson, Westville; E. W. Block, Indianola; T. T. Jones, Velma; J. K. Horton, Garrett; J. E. McCreery, Mason City; F. W. Dehart, Arthur; K. Durbin, Clarksdale; W. P. Foote, Champaign; W. C. Price, Brockton; A. C. Koch, Breese; B. F. Jennings, Casner; A. L. McKinzie, Taylorville; M. M. Adrian, Mattoon; A. H. Unland, Pekin; E. B. Chapman, Casner; C. P. Bauman, Seymour; E. E. Bumpus, Rantoul; B. T. Axford, Petersburg; W. R. Turnbull, Waverly; and C. F. Scott, Villa Grove.

Navigation Opens at Head of the Lakes.

The season's navigation formally opened at Port Arthur, Ont., when the Westmount, captained by Capt. F. J. Davis, docked Monday, April 26, at 4 a. m., at the Thunder Bay Elevator. Accordingly, Capt. Davis will receive the silk hat which a time honored custom of the Port Arthur Board of Trade decrees to the captain of the first ship docking on the opening of navigation. The ceremony attendant to this tribute was conducted by M. W. B. Hurrell, sec'y of the shipbuilders and acting chairman of the Port Arthur Board of Trade, Tuesday, May 4.

At Fort William navigation opened with the arrival of the Collingwood, of the Canada steamship lines, April 26, at 9:15. Breaking her way thru the ice of Thunder Bay, the boat swung in to the clear waters of the Kaministiquia River, to the Mutual Elevator. There the vessel loaded 150,000 bushels of oats and 130,000 bushels of wheat for Gode rich.

The opening day continued to be eventful as boat after boat, mainly the fleet of the Canada steamship lines, came in light to load grain. These boats, ten in number, were Westmount, Collingwood, Grant Morden, F. B. Osler, Midland Price, Midland King, Martian, Valcartier, all of Canada lines; La Salle of D. T. Helm Co. of Duluth; and Matthews, of the Matthews Steamship Co. When these boats leave on their first trip in a few days they will carry a grain cargo totaling three and a half million bushels of wheat, barley, oats and rye.

The Haddington, of the Canada steamship lines, which has wintered at Fort William, left at 5 o'clock, April 26, for Montreal, with 125,000 bushels of oats.

Captains of incoming vessels reported that the Soo River is clear of ice, and that the worst ice was in the immediate vicinity of Fort William and Port Arthur. Reports from Sault Ste. Marie indicate that down-bound steamers found the ice in White Fish Bay very heavy. Captain Smith, of the Harvester, arriving there April 27, advised steamers to move cautiously while the ice fields are moving slowly out by the east winds.

Labor troubles at Buffalo are delaying the opening of navigation at that port. The first three grain-laden vessels making port at Buffalo, April 26, were held up on account of trouble at the elevators. These boats were the Wickwire, H. P. Nye, and James P. Walsh.

Resumption of Wheat Future Trading

As the outcome of the conference called at Chicago May 7 by Wheat Director Julius H. Barnes a general com'te of 42 is being organized to consider how to resume future trading in wheat. This com'te of which Frederick B. Wells of Minneapolis, Minn., is chairman, is expected to report within two weeks.

Mr. Barnes called the meeting to order at 11:15 a. m. and read the following formal statement:

Statement by Wheat Director.

From the very beginning of war administration, the Food Administration and the Wheat Director have sought for their guidance the opinions and suggestions of men of experience in the various trades.

The first conference, in August, 1917, held in Washington, planned those steps for wheat administration which carried us through the first year of war.

This was followed by the Grain Trade Conference in April, 1918, and again in June, 1919.

Each year presented its own peculiar problems. We had a great confidence that experienced men, keeping in mind the national interest involved, would give, in all sincerity, their advice, and that such advice, so given, would be most helpful.

The record of three years of co-operation and administration which resulted from those methods does, I believe, justify that confidence.

We now approach the termination of three years of Government administration, and at least it may be claimed that it has had a stabilizing influence, reducing trade hazards and making trade processes more secure. The withdrawal of that stabilizing influence introduces new conditions. It is well that those affected should come together for a discussion from which may come a better understanding of the problems that must be solved and the hazards that must be faced. The same American courage and resourcefulness must be drawn upon in this time of world disorganization as in the years of war.

For the past year the United States Grain Corporation has been redeeming a war pledge which extended into peace times. It has discharged the responsibilities imposed on it. The guarantee made to the producers of wheat has been carried out in full; the United States has been protected against enhancement of its liabilities, and the appropriation of one billion dollars preserved intact; the people of the United States have been aided to purchase wheat products at a reasonable price, as directed in the statute; and all of this has been done by approved commercial practices. Trade contracts entered into voluntarily, after full discussion, perfected an administration that solved the difficulties that a year ago seemed insuperable.

It has been the Wheat Director's purpose, while discharging the obligations of that office, to reinstate the normal processes of trade.

Moreover, the Wheat Guaranty Act itself directed that the President should "take seasonal steps to provide for and to permit the establishment of a free and open market for the purchase, sale and handling of wheat and wheat products upon the expiration of this Act."

This obligation and the definite intention of the Administration to release grain marketing from its war control and to return it to private enterprise makes desirable a discussion of national and world conditions that affect this change.

A year ago it was expected that, with the establishment of peace, European conditions would have stabilized; that their own people could re-establish overseas commerce. It was expected that the overseas trade in wheat could be returned to the established commercial facilities which had formerly conducted that trade. The play of individual opinion, it was expected, could more flexibly meet the changing conditions of trade in a world crop maturing in some section of the globe each month. The necessarily rigid operation of Government bureaucracies could be displaced, it was hoped.

I am sorry to say that this hope has not been fully realized. European disorganization has been found more complete, the weakness of their commercial position more terribly strained by war than had been generally believed, and the delay in final peace measures more disastrous to the commercial structure than could have been foreseen.

So far indeed from finding that our war price pledge carried Government interference in America a year behind the reconstruction measures of European countries, we find that the approaching release of American grain business from Government interference will be defeated in its hopes of establishing a free overseas

trade. European countries have had fastened on them by sheer necessity a form of further Government operation which seems more difficult to shake off than war measures themselves.

I think we should consider their difficulties with great sympathy. Our own fortunate position, producing beyond mishap more food than our people can require, and therefore free from the deadly fear of famine, should make us more sympathetic in considering the problem of these countries requiring the import of food for the very lives of their people, even while we take steps to protect the rightful interests of our own country.

The national subsidy of bread in Europe has crept in, in an effort to protect their consumers against inflated costs of living which would strain their social structure. We can, without unkindness, criticize a national policy which on such theory takes from the national treasury charity for the table of their people. We may more soundly criticize that policy because it measurably prevents the usual price influence on substitution of other foods, and by making subsidized food the most attractive for their people, automatically increases the burden upon their national treasury and complicates the problem of securing sufficient supplies of the subsidized kind in any time of relative scarcity. Left to themselves, there may be a point at which their people would substitute, for instance, cheaper grains in place of wheat; but there is no inducement to the individual to do this when wheat is by national subsidy the cheapest food for their table. Thus it is an artificial interference with the sound attraction of price which naturally relieves the shortage of one food by the substitution of another.

Passing subsidized foods through their national treasury, the judgment of some Government Board or Official must dictate the time, manner, and price of purchase.

Again, it is very doubtful if importing merchants of these countries have the resources to carry sufficient overseas commitments on a scale which will feed their people. For importing Governments to be the ultimate purchaser, delegating their private importers as the nominal buyers, or by certain guaranties to strengthen the position of private importers, is still only an indirect way for actual Government trading. It is still, direct or indirect, the negation of the free play of differing judgments of merchants which alone makes a free market and cushions violent price fluctuation.

Therefore, with all possible sympathy for their difficulties, we are obliged to conclude that under present conditions, the overseas movement, the seasons at which it moves, and the prices to be paid, are practically dictated by the officials of foreign Governments, whose interests lie not parallel to America's own.

Merchants exposed to private loss must exercise a constant vigilance in recasting the changing price-making factors of the world. But officials, with resources of Government behind them, have not such need of constant care, and may therefore temporarily do violence to the economic currents that must ultimately dictate prices. Such official opinion may stubbornly persist in policies of purchase, or abstention from purchase, and then, without advance warning, which experienced merchants may see in changing world conditions, suddenly alter their policies, with loss and disaster in their wake. Such alterations would lack the cushioning influence created by differing private opinions, and thus make price-level alterations cumulatively violent.

Governments also are under a constant temptation to a combination of interest to limit the competition among themselves, and a price-level dictated by combinations of buyers, in which the seller has no influence, is manifestly not a fair condition.

Moreover, buying of wheat by foreign Governments lacks the usual commercial protection to our manufacturing facilities. Raw grain may be insisted upon, because of a policy of employment for their home labor, and without regard to the relative attraction of finished product offered by our mills. This is not only an injustice to our mills, but directly strikes at our dairy trade, dependent on the mill-feed production of our mills operating on a larger scale than solely for domestic flour production.

For three years the Producer has had the strong protection of Government absorption at the Fair Price level of the seasonal surplus pressure of wheat. Before that time there was the protection of the trading facilities of the great Exchanges. Through the system of exchange hedging, a great army of investors absorbed the seasonal crop rush, something that direct consumers could not possibly do.

What protection will our producers have on this coming crop against undue depression during the seasonal movement, and what protection to consumers that that seasonal surplus

be not absorbed by Governments, not limited by the experienced caution of merchants against over-commitments, thus later exposing our consumers to a market bare of its stabilizing accumulated surplus, and with possible violent price fluctuation?

The first suggestion of embargo against excessive export in the interest of our consumer raises untold difficulties. Crop yields and home consumption do not lend themselves to exact calculation, and in whose judgment should a decision rest as to when an export movement begins to encroach upon home necessities?

Moreover, any form of embargo is a limitation of the producers' right to a free world market. If that producer be deprived of that natural advantage, then justice dictates that he should be protected against the collapse which might follow a surplus crop confined to insufficient home consumption.

This naturally then suggests a producer protection in the way of a fair price assurance. The fair price assurance to producers, at the expense of the National Treasury, at once suggests a measure of recognition for the consumer as well, and we at once enter all the difficulties which follow the attempt of human judgment to hold level the scales between conflicting interests. Such a condition is justified only when the very life of the Nation is at stake, as in war.

And when we look to the restoration of exchange open trading as the natural protection of both producer and consumer in a free market, we find unusual and special hazards which the exchanges themselves must consider before extending their facilities in the pre-war manner.

First, there is the totally inadequate inland transportation facilities of the country. Partly, this is the result of war suspension of the construction of new facilities and the replacement of old. Partly, it is the result of a mistaken domestic policy that by restricted opportunity deprived the roads of necessary capital replacement. Partly it is due to the present pressure of a tremendous expansion of domestic activity, aggravated by constant suspension of service and cessation of traffic by strikes and interruptions.

The results, however, are written plainly to be seen. The grain producer has lost the ready daily market which he enjoyed. The country price of grain has lost its favorable relation with the terminal market price. No longer is the seaboard price of grain reflected closely in the producer price. Inability to make actual final delivery and difficulty in finding credits for the doubtful period thus created both operate to have destroyed the hitherto favorable position of the producer. The consumer price of grain and grain products has risen far above its former relation with the national price level indicated by the terminal markets. On every hand is apparent the disorganization by doubts, and hazards, and inability to complete delivery.

These difficulties of ready markets on which the producer has learned to depend, and these losses and hazards which measurably reduce the producers' share of the ultimate consumer price, can be viewed with special concern at this time. The balance of labor between agricultural and industrial employment is badly disturbed. The attraction of high wage scales established in the industries and the attractions of city life, jeopardize proper farm production. Against the price competition for labor in the industries, the producer needs every possible aid if we would see a proper production maintained. It is regrettable enough that farm prices must, under influences over which we have no control, show rapid and wide variations.

Overseas exchange will show its daily fluctuations and its occasional collapse, because of the disintegration of overseas finance. Necessarily, high ocean transportation shows on its present level, fluctuations wider than before.

All these influences enter into the daily net price in America which will be reflected to the producer.

Moreover, there are potentialities in price-making factors which cannot be forecasted, such as the possible re-opening to the world commerce of Russia, which has been closed for five years, and there is always the great factor that Nature itself may make or un-make a crop yield, in which is wrapped up the final producer earning.

Fortunately, the Fair Price basis made effective in wheat by this Government for three years seems to have been so wisely calculated as to contain within itself an element of crop stimulation. The acreage progressively sown to wheat apparently shows that influence, until last year when we produced a surplus which has supplied our own enlarged needs, all the foreign demand, and will still leave us a large carry-over beyond that requirement. But Nature, for this present year, has been neither kind to the sown winter wheat acreage, adequate as it might have proved to be, nor kind in the season for the spring-sown acreage. So that it is increasingly important that the difficulties of inland transportation shall be overcome, that we may obtain the full use of all our crop yields and secure for the producer as full a measure of the ultimate price as possible under these hazards.

We may perhaps expect a measure of transportation improvement, if there should develop a slowing-down of general business. A fair

solution of labor interruptions and some measure of new construction would also help.

In its present condition, however, the partial suspension of transportation threatens the underlying security of open future trading on exchanges, by which hedging security the position of both producer and consumer might be maintained against further disadvantage.

These great central markets, with their hedging facilities for future delivery, assured to handling and manufacturing facilities a minimum of loss by changes in the general price level of the world, and indicated in their various relations, a national price level. Grain flowed from producer to consumer in natural channels, not always actually through these central markets, but on the national price level indicated by these markets. It is the most shallow analysis which compares the volume of future trading on these exchanges with the volume of actual receipts at those particular markets.

But those markets were protected against abuse of their facilities by speculation and manipulation because of the ever-present potential delivery of the grain represented in its hedges. If then, inadequate transportation prevents the diversion of grain from its normal channels to make the actual delivery of grain so hedged in those central markets, then the underlying security of exchange trading and its justification are both undermined.

It is an additional problem, that at the very time when actual delivery of the potential grain hedged in those markets is most difficult, there is concentrated in Government hands abroad the power of purchase of large quantities, for which purchases, with the least price disturbance and in the most available quantities, the exchange facilities themselves offer the most ready market.

It is not to be wondered at, then, that the Exchanges, themselves, must view these questions with great care. They must recognize their great service to producer and consumer in the stability and security which their hedging facilities furnish, and which are directly reflected to both farm and fireside by narrower trade tolls because of reduced and eliminated hazards.

Then, too, the grain handling and manufacturing trades of this country have found credit most easily secured because of the security afforded by these hedging markets.

This has reflected into a relatively light capital investment, which makes competition plentiful; and competition, with free and equal opportunity, is the safeguard of both the producer-seller and the consumer-buyer.

This is illustrated most directly in an analysis of the Department of Commerce 1914 Census of Manufacturers.

Flour mills produced \$2.30 value of each product for each \$1.00 of capital investment.

Bakery products, \$1.81 of product for each \$1.00 of capital investment.

Textiles, only \$1.21 for each \$1.00 of capital investment.

Iron and Steel, only 75 cents for each \$1.00 of capital investment.

Probably the grain handling facilities, analyzed by themselves, would show that they handle at least \$5.00 of product for each \$1.00 capital investment.

If, then, by reducing the security to Banks, it becomes more difficult to obtain on credit the large sums needed to market our grain crops and their products, the result must speedily show in enlarged trade and manufacturing tolls.

A minority of merchants may prefer to fish in troubled waters and to make larger profits amidst larger hazards, but this, I conceive, is not the preference of the great majority of sound business men, and it certainly is not in the National interest.

It is right that a Conference such as this should look farther afield than indicated by a narrow trade interest and put its consideration of these matters on the plane of great National interest as well, and in that spirit I have asked you to confer together, that there may be a better understanding of the difficulties to be solved, feeling that they can be solved by the exercise of American qualities of courage, vision and resourcefulness.

George M. Reynolds, pres. the Continental and Commercial National Bank, Chicago, spoke on the financial situation as pertaining to an open market for wheat. He pointed out that during Federal control the government furnished a large amount of capital for the wheat trade and that after May 31 this assistance and help would be withdrawn. "Today we were passing through a crisis," he said, "but it is a well ordered crisis and every intelligent man knows we can solve the problem without injury to anyone if we all put our shoulders to the wheel."

"There is no danger of a money panic such as we had in the old days."

Mr. Wells presented the following resolution:

Resolved, that the following grain exchanges: Chicago, Milwaukee, Duluth, Minneapolis,

Omaha, Kansas City, St. Louis, and Toledo be requested to select two representatives each, which shall constitute a com'te of 16 to formulate a plan looking to the reopening of the exchange to future trading in wheat and that the plan formulated by the com'te of 16 be submitted for comment and suggestions to a general com'te composed of representatives of all elements producing, manufacturing and handling grain and grain products.

Then the chair appoint a com'te of five who shall determine the number of the general com'te, the interests to be represented thereon and who shall receive all requests for representation and suggestions as to the selection or appointment of the personnel of the general com'te.

The duties of the general com'te will be to consider all phases and the problems of each section of the trade and to make recommendations to each section for the conduct of their particular activity in harmony with their general plan.

Resolved further, that suggestions and recommendations relative to future trading in wheat be submitted in writing to the com'te of 16; and that suggestions and recommendations on other different phases shall be submitted in writing to the general com'te.

The resolution was unanimously adopted. Adjourned for luncheon.

Mr. Barnes announced the following as the com'te of 5 to nominate the general com'te: Frederick B. Wells, O. M. Mitchell of New York, Hiram N. Sager of Chicago, P. E. Goodrich of Winchester, Ind., and F. J. Lingham of Lockport, N. Y.

Wm. M. Richardson, of Philadelphia, Pa., for the seaboard exporters told of the difficulties under which they worked.

W. F. Converse, Minneapolis, Minn.: On account of transportation delays we do not dare to take on a trade with 6 to 8 cents margin over all costs. The railroads "bad order" cars just to get them for package freight.

G. F. Ewe, Minneapolis, Minn.: All efforts of the terminal elevator men to get cars have proved fruitless. Our Ass'n took it up with Mr. Kendall at Washington, but the carriers evidently took his orders as suggestive rather than mandatory. We took it up with the Interstate Commerce Commission on May 3, 4 and 5, and a resolution was adopted that the Commission request the carriers to return to the granger roads 100 per cent of their box car equipment.

E. D. McDougal, Chicago, Ill.: The railroads are 250,000 cars short. The grain business has not been getting its share of the box car equipment.

Geo. A. Wells, Des Moines, Ia.: Out of 451 cars of grain unloaded at Des Moines, 108 were declared unfit for loading grain out of Des Moines.

Frank J. Crowell, Kansas City, Mo.: There is no possibility of opening the future markets unless we get transportation. The crux of this whole business is transportation. The banks are loaded with old crop paper.

P. E. Goodrich: Future trading ought to be resumed at the earliest possible moment consistent with present conditions. We do not know what we will do about buying wheat unless we have a hedge. If we had hedging in the future markets we will be able to pat the producer a better price.

Frank Kell, of Wichita Falls, Tex., delivered a stirring address on the shortcomings of government control. We have not the efficiency in the railroad shops to get the cars repaired.

At the earliest possible day the hedging future market could be opened the better it would serve us and help the farmer.

Mr. Crowell: The eastern lines have 130 per cent of their box car equipment on their lines and that ought to be returned to the western roads.

I have due to the Northwest over 600,000 bus. of wheat and the millers are suffering for it and the railroads will not give me a car to move it.

W. J. McCabe, Duluth, Minn.: Return of box cars at this time is the vital thing. On the Great Northern are only 74 per cent of its box cars. On the Northern Pacific a little less.

Our markets in the Northwest are at a greater premium above the government guarantee than the Southwest and our position is more dangerous. Without future trading we could not stay in business. We could not finance the business without the protection of a hedge.

In the Northwest we have many farmers' companies that are financed by commission men who could not get along without a future market to hedge. As early as December would probably be as early as we could have future trading. We want it as early as it could be worked out.

We now are forced to work on a wider margin than before the war. Before the war we worked on 4 cents, now we are 7 to 8 cents under terminal markets.

Theodore Wold, vice pres. Merchants National Bank, Minneapolis, Minn.: We are not short of circulating medium, but short of credit. Today the grain men of the Northwest ought to be in a liquidated condition. How they are going to get money to buy the new crop is more than I know. I do not see how it is possible to advance another \$150,000,000 unless the money now tied up is released.

In the grain trade \$5 is used for \$1 of capital invested. Why? Due to the fact that the people to whom they advance this money have the grain sold, hedged. If wheat goes to \$5 where is the money coming from to finance it?

The farmers in the Northwest have written me that wheat should be sold on the same basis as cotton, on supply and demand.

E. P. Peck, Omaha, Neb., offered a resolution that an adequate number of cars be returned from all lines holding box cars in excess of their ownership; and on suggestion by Mr. Barnes this was referred to the general com'te.

Mr. Peck: The Terminal Elevator Ass'n has done about everything it can to bring about this result.

We have to have a hedging market to buy the grain from the country dealer. We would have to have a hedge in order to borrow money.

James F. Bell, Minneapolis, Minn., speaking for the millers, took an optimistic view. He described a pessimist as one who wore both suspenders and belt. (Laughter.)

We can find a way out by using sound judgment. There is in flow 12,000,000 barrels of flour besides what is on the shelves. The miller is under a great financial burden and he needs the protection of the grain exchanges and the future markets. We do not want the foreigner to come in and disturb our markets; to take our grain and none of our manufactured product. Our interest is identical with that of the grain handler and the producer.

I move a vote of thanks be given Mr. Reynolds for his address. Carried.

B. H. Wunder, New York, N. Y., speaking for the flour jobbers: If we have a future market we are going to see a wild orgy of speculation. We do not use the future market.

Mr. Bell: Would the flour jobber be willing to bear his share of the burden of financing the miller if there was no hedging market?

Mr. Arthur, Chicago, Ill., for the bakers: The bakers are in favor of decontrol. We have only a week's supply of flour when we should have three weeks' on hand. We have had 300 cars tied up, and have wired E. E. Clark, of the Interstate Commerce Commission, for relief.

Mr. Bell: If the Ward Baking Co. is in such urgent need of flour why does it not buy some of the Grain Corporation flour? (Laughter.)

Mr. Barnes: I will leave that for Mr. Arthur to answer. If anyone has any sensible question to ask we will be glad to hear it.

L. F. Gates, Chicago, Ill., pres. Board of Trade: This is a national question with certain international complications. It may be-

come a social question. It is a question that invites the best mental speculation that the combined brains of this gathering is capable of exercising.

The machinery of an open market has been entrusted to the grain exchanges. It does not belong to the exchanges but has been handed down from preceding generations of grain men. This is an international problem because the governments abroad have subsidized their bread supplies. As buyers we are as much concerned over their power to depress prices as their power to congest the market.

Every individual in this country, consciously or not, has benefited from the operation of the future market. Those who state that they do not use it benefit indirectly.

There is the problem of government interference as long as the Lever Act remains in effect and may be invoked against the operation of the future markets. The possibility that there might be some interference is emphasized by the transportation situation.

You can well see that there might be such a sentiment brot to bear on the government that speculation might be interfered with or suspended and impair the contracts on the exchanges.

Tho these problems are serious they are not without solution, and I am glad a com'ite has been appointed to devise a constructive plan. The problem would be much simpler if the transportation were better. It is now our turn to solve some problems; and I think the exchanges have the courage to solve the problem with your help and that of the government.

When we re-establish that market it may not be just the machinery to which we have been accustomed. We must travel slow for those who ride in the machine and those who are along the road. As the custodians of the machinery it is our duty not to allow the destruction of the machinery thru its abuse. With the assistance of the Wheat Director we shall be able to re-establish the machinery as efficiently as in the past.

Mr. Wells, chairman of the com'ite of five, appeared to ask further instructions on the make-up of the general com'ite, tentatively suggesting that three representatives had been allotted to each of the 9 branches of the wheat trade and 15 to the different grain exchanges, making a total of 42, exclusive of the 5 on the nominating com'ite. The nine classes are millers, country dealers,

farmer elevators, terminal elevators, wheat growers, exporters, flour handlers, bakers and transportation experts.

Mr. Wells requested that all communications relative to the wheat situation, intended for the general com'ite, be addressed to him at the Chamber of Commerce, Minneapolis, Minn.

C. F. Gustafson, Lincoln, Neb., representing the Farmers Union: I am speaking for the farmer when I say we do not want any more government control of our wheat. If our wheat is to be controlled then everything that we buy should be controlled.

Mr. Barnes: If I had had anything to do with it the guaranty would not have been there. Having been called by the President to execute the Act, I as a good citizen did my best.

On motion by John D. Shanahan, of Buffalo, N. Y., Mr. Barnes was given a rising vote of thanks.

Adjourned.

Freight Charges Based on Actual Weight of Shipment.

The assessment of freight charges based on minimum weight instead of on actual weight of the shipment has become so general a practice by some railroads that Chief Weigher Ladd, of the Milwaukee Chamber of Commerce, has taken up the matter, with a view to correcting the practice, and enlightening the grain men of the true basis of assessment. He first calls attention to the tariff ruling, which reads:

When grain is loaded at point of origin to within 24 inches of roof at side walls of car for the purpose of Federal, State, Board of Trade or Grain Exchange inspection, (notation to that effect being inserted in the B/L by shippers) or when grain is loaded to proper grain line of car so marked, or when car is loaded to full space capacity, actual weight will apply.

"On all inbound cars the Milwaukee Weighing Department employes make a record of the depth of the load that the cars contained when placed at the unloading elevators. We have found this information to be of value to local receivers where the shipper at point of origin failed to make the necessary notation on B/L. In these cases, a letter from the Chief Weigher, certifying to the actual depth of the load, has been sufficient authority for the local railroad agents to refund the overcharges in freight.

"All receivers and shippers of grain are

invited to avail themselves of our records in cases where freight charges have been assessed to marked capacity of car."

Economical Use of Concrete Distributing Towers.

When a concrete construction extends over a considerable area of ground the engineers are confronted with the problem of delivering the cement mixture at the least cost without erecting a multiplicity of towers, or building them excessively high.

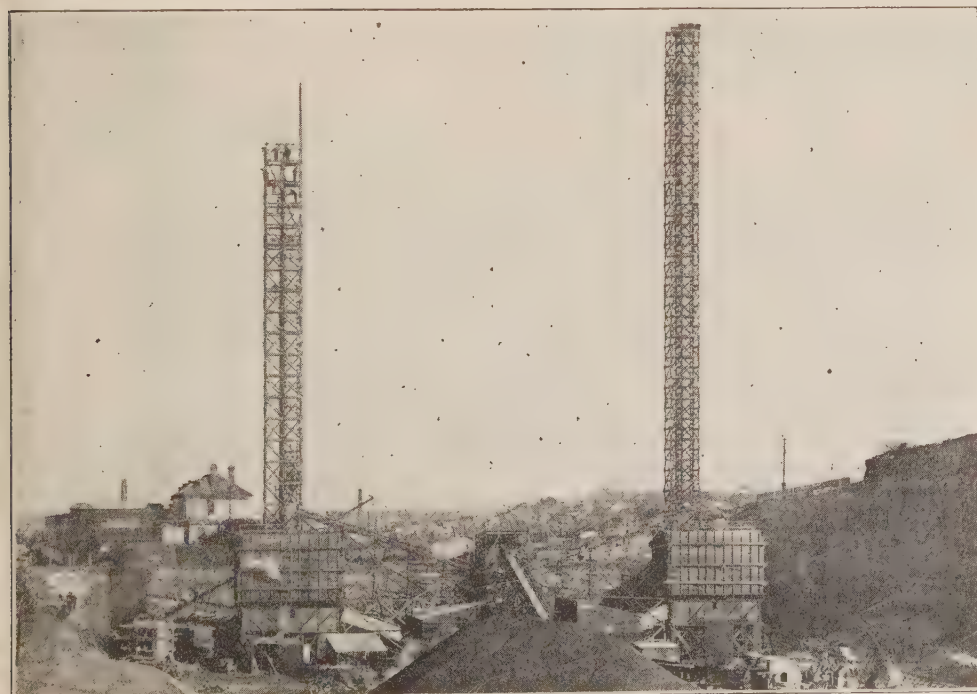
This was the case in constructing the Government Elevator at Sydney, New South Wales, which covered an area of 258x397 feet, as shown in the ground plan on page 562 of the Journal for Mar. 25.

The engineers successfully resorted to the expedient of erecting two towers only and using the same towers in four positions each, successively. The solid rock foundation made this possible. First one-third of the storage tanks were built up to the full height. Then the towers and mixing machines were moved back and the second third poured. Again the distributing equipment was moved back and the third section completed. To erect the working house the towers were moved to a fourth position. In the tanks alone, 40,000 cubic yards of concrete was required.

The engravings herewith show one of the towers being raised and both in position. The tower, which was 210 feet high, was built completely on the ground and raised by winches and railroad locomotives.

The heavy sand and gravel bins used in connection with each tower were supported on an underpinning of heavy posts securely braced, the six rows of posts standing on wide 3 or 4 inch timbers traveling on rollers such as those used by house movers. For the rollers temporary runways of 6-inch timbers were laid.

The entire structure with the tower in a vertical position was then moved as a unit by hauling with wire cables. For the photos we are indebted to the designers of the elevator, the John S. Metcalf Co.



Concrete Distributing Towers at Government Elevator, Sydney, New South Wales.



Raising Distributing Tower.

Grain Drying.

BY N. C. ELLIS.

Probably no field of endeavor in the grain handling line has made more rapid strides in the last few years than the manufacture of grain and cereal drying apparatus. The United States has always maintained pre-eminence throughout the world in the manufacture and sale of agricultural machinery, and the grain drier business is not an exception. Commissions and various technical experts appointed by other Governments are constantly visiting the United States in efforts to obtain information on the latest grain handling devices, and the question of grain driers is of first importance with them.

At the present time American made grain driers are being exported to many of the out-of-the-way corners of the earth, and they are drying a variety of materials. Some of these machines are of entirely different design from the ordinary grain drier and are being used for drying such materials as rice, beans, peanuts, palm kernels, palm nuts, cottonseed, copra, etc.

This rapidly increasing interest in grain and cereal driers has been brought about by the Great War, in large part. Prices for grain that five years ago were considered chimerical, have now become a fact, and one of the great questions concerning agriculture in every country is the conservation of cereals and their products. In our own country selling wheat at \$2.95 per bushel, corn at \$1.65 per bushel and allied cereals in proportion, has fostered the passing of various acts in our legislature for the purpose of lowering price levels.

These various enactments have so far proven utterly powerless, and the government is now turning its efforts to the conservation and increased production of cereals. It has finally been brought home that these constantly increasing values for cereals are due to a world shortage, and any lowering of prices cannot be brought about by legislative enactments. Grain and cereal driers are now recognized by the United States Department of Agriculture as one of the great factors in the conservation of cereals. For this purpose driers have not only been found valuable in removing excessive amounts of moisture from the cereals, so that they may be safely placed in storage, but it has been found that the process of drying is also a sterilizing process.

It is not uncommon to learn of an embargo placed on corn shipments from Mexico to the United States on account of certain weevils which are contained in the grain, nor is it uncommon to learn of embargoes placed on shipments of Manchurian corn or beans shipped to our Pacific ports. In order to alleviate to a certain extent the hardships imposed by such an embargo the Government has invariably allowed such grains to be imported if they are sterilized previous to shipment.

Almost any kind of cereal can be sterilized in the standard type of grain drier as manufactured, by utilizing the drying temperature of approximately 150 degrees Fahrenheit, and subjecting the material to this heat for a period of thirty minutes. In some cases the length of time to which the grain must be subjected to sterilizing action of the heated air has been reduced to 15 minutes.

THE HEAVY INCREASE in the cost of building materials is beginning to have its effect on the erection of grain elevators in this country, and unless a decided change for the better is made a decided slump in elevator building is bound to appear. The high cost of elevator building has quite naturally had its effect on the installation of grain driers, and we find the contractor is exerting every effort to devise means by which the grain drying equipment can be included in the elevator building so as to do away with the cost of a separate building, etc. To this

end, a number of installations have recently been made in which the grain drier has been installed inside a circular concrete bin. Several advantages in a design of this kind are readily apparent to anyone familiar with the practical operation of an elevator.

In the first place, the tank which contains the drier can be erected at the same time and same cost as the other grain bins which are used for storage.

Second, it is an easy matter to place a garner above the drier and a like garner or bin below the cooler.

Third, the various conveyors, elevator legs, scales, etc., in the elevator, can be used to handle the drier without the addition of a large amount of extra equipment such as is invariably the case when the drier is installed in a separate building alongside the elevator.

The installation in a circular storage tank of a large drier running into 500 and 750 bushels per hour units presents certain difficulties, but they have been overcome to such an extent that a drier placed within a circular concrete storage bin is now to be recommended, whereas a few years ago it was an unheard of thing and considered quite impracticable.

FIVE YEARS AGO, it was a very unusual thing for a country elevator to install grain drying apparatus, as it was considered quite useless, due to the fact that most of the large terminal elevators in the cities were equipped with drying apparatus and made only a nominal charge for drying grain. During the last few years, a decided change has taken place and the small elevator owners and Farmers Co-Operatives have come to the conclusion that if they are to be independent of the large elevator operator they must install drying equipment in order to hold their grain in storage until such a time as they can market it advantageously.

The installation of driers in small elevators has further been fostered by the fact that transportation of grain has become so slow, irregular and unreliable that a small elevator operator is never assured of equipment in which to move his grain. Therefore, he

cannot afford to place in storage grain which is not thoroughly dried and cured.

The wonderful growth of manufactured feeds during the last few years has also had a decided effect on the demand for kiln dried grain products of all kinds. It has been definitely determined that feed which is kiln dried and sterilized presents a much more healthful food than grain which has not undergone such a process. In some cases the manufacturer of feeds has gone so far as to steam cook the products, but it is now generally accepted that grain and feeds which have been kiln dried do not require cooking.

A. D. PETERS, acting sec'y of the Horse Ass'n of America, Grain Exchange, Omaha, Neb., has announced an important meeting of the Ass'n to be held at Omaha, Saturday, May 15. Representatives from many industries of the Middle West have been invited to co-operate with the Ass'n in its better and more horses campaign. Automobiles will leave after lunch to take those in attendance to the Ak-Sar-Ben Race Track as the guests of the Ak-Sar-Ben Driving Club.

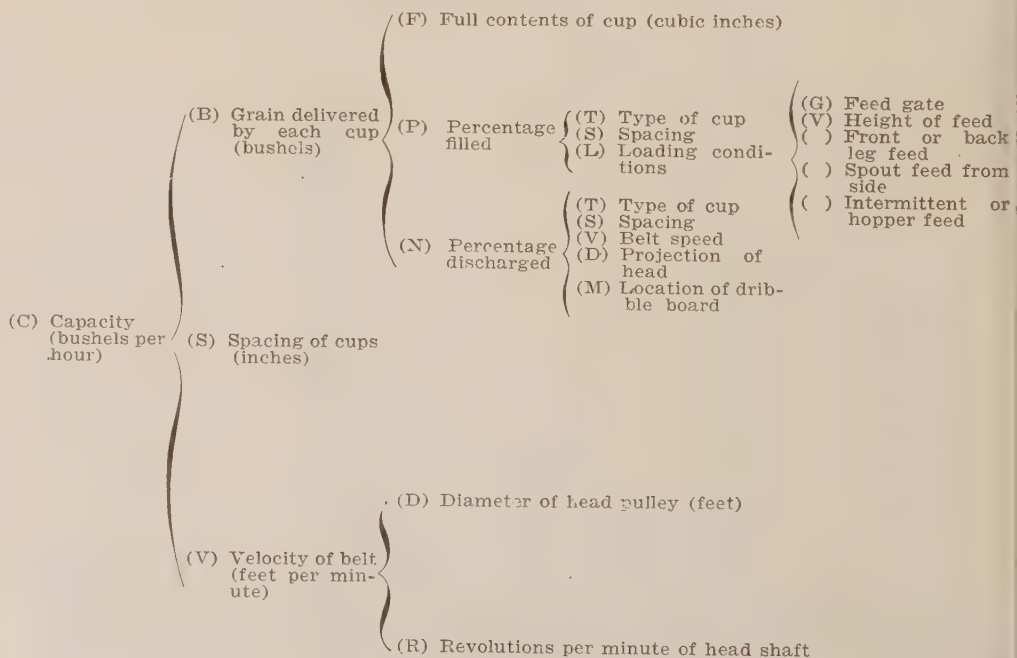
How to Calculate the Capacity of An Elevator Leg.

Rule of thumb methods have prevailed far more than many designers of grain elevators will admit in proportioning the capacities of handling equipment. Too often a leg known to work well is taken as a model and some empirical changes made to adapt it to different conditions.

The trouble B. E. Morgan of Rossville, Ill., has been having to get a loading out spout to work satisfactorily is an example of the lack of knowledge of the principles of controlling the design of grain handling equipment.

The factors affecting the capacity of a grain elevating leg are so numerous that many engineers would hesitate to co-ordinate them in an exact formula; but this has been done successfully by W. J. Larkin, of the Burrell Engineering & Construction Co., as shown by his formula reproduced herewith.

Factors Determining the Capacity of a Grain Elevator Leg.



Constants used—12 inches = 1 foot; 60 minutes = 1 hour; 2150 cubic inches = 1 bushel; $\pi = 3.1416$.

Equations— $B = \frac{F \times P \times N}{2150}$; $V = D \times 3.1416 \times R$; $C = \frac{B \times V \times 12 \times 60}{S}$ or

$C = \frac{F \times P \times N \times D \times 3.1416 \times R \times 12 \times 60}{2150 \times S}$ or $C = \frac{1.052 \times F \times P \times N \times D \times R}{S}$ or $C = \frac{.3348 \times F \times P \times N \times V}{S}$

Assuming $P = 100\%$; $N = 100\%$; $S = 10''$; $V = 100$ feet per minute then $C = 3.348 \times F$
 $S = 12''$; $V = 250$ feet per minute then $C = 6.975 \times F$

Known Hazards of Fireproof Elevators

The smug complacency with which owners of so-called fire-proof elevators frequently repulse the approaches of fire insurance solicitors and others who would be likely to tender suggestive hints on the correction or elimination of well recognized fire hazards, gives assurance that some day they are scheduled for an expensive awakening.

In the early days of steel tanks and steel working houses, grain elevator men and builders and even some fire insurance men welcomed them as a sure and dependable protector for grain, and many owners sought to improve the convenience of such tanks by recklessly filling them with heavy wood partitions.

With the burning of the mill and warehouse in Tennessee, some eighteen years ago, the grain inside the steel tanks which stood across the street from the mill, was set afire by the burning of grain doors piled near to the tanks. This resulted in a smouldering fire, which when discovered was quickly flooded by flat-headed firemen, whose warped conception of duty prompted them to ignore the valuable wheat in the tanks, in their determination to flood the fire. Inasmuch as little of the water they poured into the top of the tanks ran out, the wheat was soon swimming, and the water did far more damage to the wheat than the fire would have done in a month.

The wood partitions in the steel tanks adjoining the mill of the Miner-Hillard Milling Co., at Wilkes-Barre, Pa., were set afire by the burning of an adjoining building and did much damage to the grain contained.

The burning of a mill at McKinney, Tex., many years ago so scorched grain in adjacent steel tanks that it became necessary to remove top of each tank in order to remove grain without mixing the good grain with that around the exposed sides of the tanks.

The box cars, wood machinery and platforms in the steel cleaning elevator at Fort Williams, Ont., were burned with crumbling effect upon the working house. In fact, it soon fell in a worthless, shapeless mass of structural iron.

Years ago the burning of a wood elevator at Minneapolis set fire to dust in tile storage tanks adjoining and before the firemen would desert the ruins the grain was well soaked.

The tile working house of the C., B. & Q. Railroad in North Kansas City, known as the Murray Elevator, was wrecked last September by a dust explosion, followed by the burning of a number of cars and the grain they contained.

Quite recently, Goodrich Brothers' concrete elevator at Winchester, Ind., was visited by a choker-up, resulting in the burning in two of the elevator leg belt where it came in con-

tact with the head pulley. The belt caught fire and everything in the leg was destroyed.

While the reinforced concrete elevator which is equipped with machinery constructed of non-combustible material, is close to the elevator builders' long sought goal of perfection and freedom from fires, still it has its dangers, some of which are not yet recognized.

The insurance of a reinforced elevator, when properly arranged and well equipped, does not cost much; in fact, the cost is so little that

none but a millionaire can afford to deny himself the protection of a well-placed policy.

The very fact that seven different grain storehouses of the United States and Canada were visited by destructive dust explosions last year, and four of these dust explosions were followed by destructive fires, shows that the man who scouts the idea of his grain being damaged by fire is far from safety.

THE SULLIVAN MILL & ELEVATOR Co. of Sullivan, Ind., for admitted violations of the Food Control Act and failing to render accurate reports truly reflecting their actual wheat milling operations during the ten months ending June 30, 1918, has had its food administration license revoked.

Novel Clip for Steel Reinforcing.

Necessity is the mother of invention, and the need is often most apparent to the man on the spot, just as in the development of war planes the construction developed at the front was far more acceptable to the aviators than the machines built in the States, which became obsolete before being shipped overseas and had to be scrapped.

In reinforced concrete work the placing of the steel is made the subject of the most exact mathematics, as there is always one certain position for a bar that gives the maximum benefit of the tensile strength of the metal. This calculation must be followed by careful work by the men on the job in placing the bars just as designated, and it is equally desirable that when once placed the rods should remain in that exact position.

With the common practice of winding a wire around upright and horizontal bars where they cross the horizontal bars sometimes will slip down, even tho the wire tie has been twisted tight with the pliers.

The clip shown in the engravings herewith meets this objection. It was invented in the field by the superintendent in charge of the construction of the government elevator at Sydney, New South Wales, formerly employed by the designers, the John S. Metcalf Co. Just to show the strength and security of this clip about 12 uprights were driven into the ground and two rounds of the horizontal steel reinforcing fastened to them with the clips. The 24 men resting their full weight on the lower round as shown in the engraving failed to slip the reinforcement downward.

The clip is made of steel wire bent into the peculiar shape shown in the engraving, representing two of the clips at different sides of the same upright. The clip fits loosely, but as soon as any weight rests upon it, it tightens and the greater the weight the tighter it holds. There is no patent on this clip.



Clips. One Upright and Two Horizontal Reinforcing Rods.



Twenty-Four Men Could Not Slip Rods Tied with Novel Steel Reinforcing Clips.

The Effect of Excess Water in Concrete.

By Duff A. Abrams, Professor in Charge Structural Materials Research Laboratory, Lewis Institute, Chicago.

Concrete is made of a mixture of three materials of entirely different characteristics—cement, aggregate and water. These materials, or any two of them, may be mixed in all proportions; however, it is only a certain range of possible mixtures (which must include cement and water) that is useful as a structural material. A certain proportion of cement must be used in order to secure the requisite strength; a certain quantity of water is necessary in order to develop the hydraulic properties of the cement and to produce a plastic mix; economy dictates the use of aggregate in the mix.

Experience has indicated about what proportions of cement and aggregate must be used to give concrete of the necessary resistance for a given purpose, but little attention has been given to the interrelation of the effects of varying quantities of water on the resistance of the concrete.

A thoro investigation of this subject is in progress at the Structural Materials Research Laboratory. These tests have shown the following relations to obtain:

1. With a certain aggregate of the same grading and sufficient water to produce a concrete of a given plasticity, the strength of the concrete, within the usual range of mixes, is proportional to the quantity of cement in a unit volume of concrete.

2. With a given aggregate and the same quantity of cement, the strength of the concrete is a maximum with the smallest quantity of water which can be used to produce a plastic mix; any increase in the quantity of water is accompanied by a very rapid falling off in the strength of the concrete.

3. With a given aggregate mixture, the same quantity of cement, and sufficient water to produce a concrete of definite plasticity (a) the strength of the concrete increases up to a certain limit; (b) this limit of "coarseness" is higher for a larger quantity of cement and lower for a smaller quantity of cement; (c) the limit of "coarseness" of the aggregate which it is feasible to use varies slightly with the character of the material, being somewhat lower for a mixture of sand and crushed stone than for sand and well-rounded pebbles, and lower still for mixtures in which crushed stone or similar material is used as fine aggregate.

4. For given proportions of cement and aggregate the quantity of water required for a definite plasticity depends largely on the grading of the aggregate and to only a minor degree on the character of the material, shape of particles, etc.

5. For a given aggregate, the quantity of water required to give concrete of the same relative plasticity is directly proportional to the quantity of cement.

If we assume that concrete materials of suitable character are at hand, and that mixing and other details are properly cared for, the engineer generally has the following alternatives for improving the quantity of the concrete:

- a. More cement,
- b. Coarser aggregate (within certain limits),
- c. Less water (limited by the necessity of producing a plastic mix).

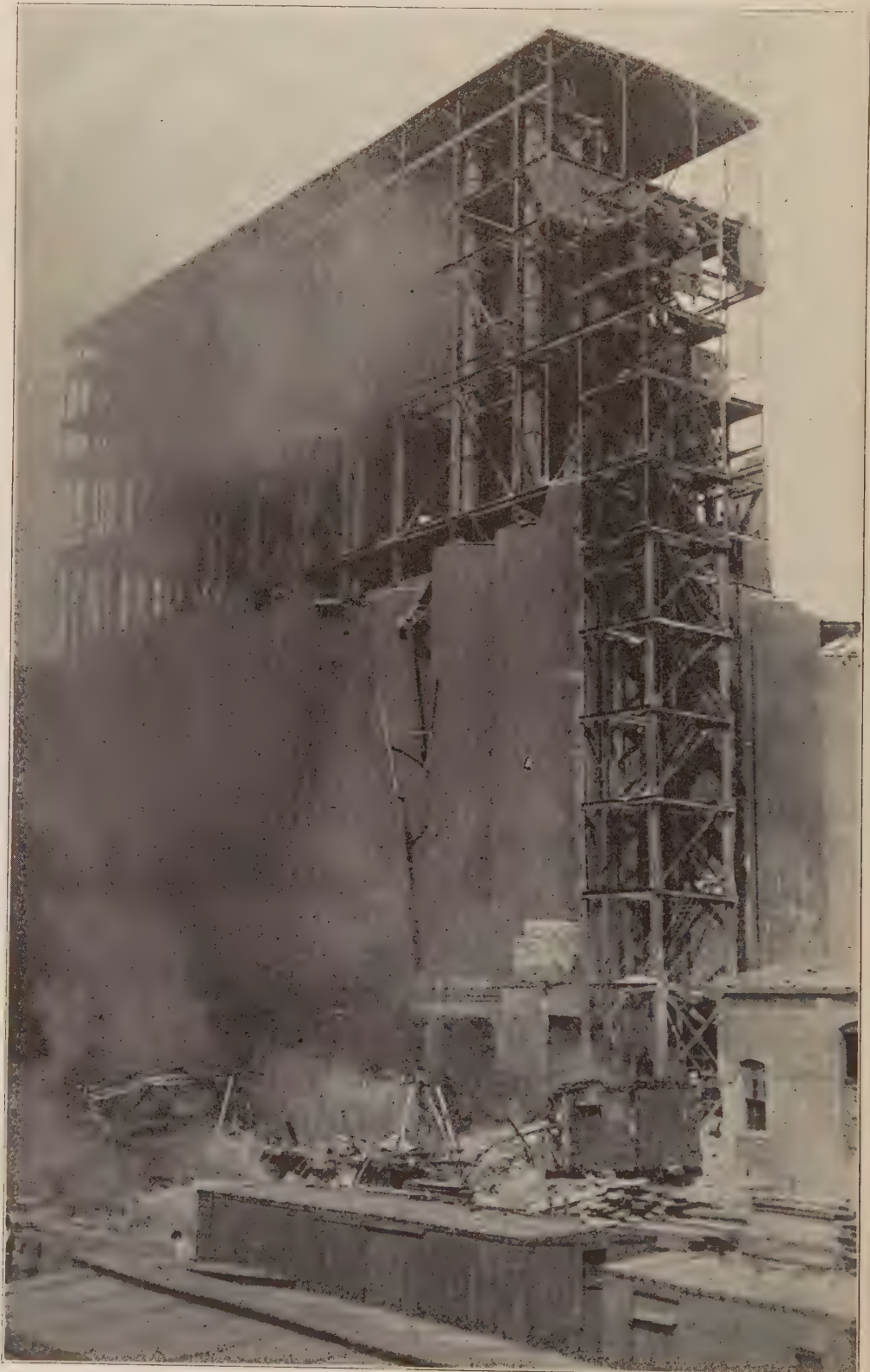
Economy dictates the use of the smallest quantity of cement which will produce concrete of the desired resistance. The tendency has been during recent years to use entirely too much water; in many instances the water used is 50 to 100 per cent in excess of the quantity which gives the highest strength, resulting in concrete of not more than 25 to

50 per cent the strength that should have been obtained with the same cement and aggregate and a proper quantity of water.

While some sacrifice in strength is generally necessary in order to secure concrete which may be handled and placed at low cost, it is absurd to sacrifice 50 to 75 per cent of the strength which is practically available in this way. While the injurious effect of excess water in concrete has been given little attention, a great deal of emphasis has been placed on the benefits to be derived from the use of coarse, well-graded aggregate.

The experimental work referred to above has already thrown much new light on this subject. We are forced to the conclusion that

the chief advantages of well-graded and coarse aggregate as compared with poorly-graded aggregate comes from the fact that *the concrete can be mixed to a workable plasticity with less water*, and not to any inherent difference in the behavior of aggregate of different sizes. In other words, while coarse, well-graded aggregate is highly desirable, *little or nothing is gained by using aggregates of the highest grade unless we take advantage of the fact that it can be mixed with correspondingly less water*. This makes it apparent that many of the short-comings of concrete made of fine or poorly-graded aggregate should be charged to the additional water required to mix the concrete.



The Working House, Murray Elevator, Kansas City, Mo., Wrecked by Dust Explosion Sept. 13, 1919. [See facing page.]

It is as important that an upper limit be placed on the quantity of water, as it is that a lower limit be placed on the quantity of cement in the batch. It would be just as consistent to specify the quantity of aggregate and water and leave the proportioning of the cement to the judgment of the mixer or man, as to specify the quantity of cement and aggregate and leave the proportioning of the water to the mixer gang. Exactly the same effect is produced by the use of an excess of water as by a deficiency in cement; and it is more important now that special attention be given to the water in concrete, since the present methods give reasonable assurance that the proper quantity of cement is used.

All the benefits which may arise from using good cement, coarse, well-graded aggregates, thoroughly mixing the concrete, etc., are completely nullified if an excess of water is used in the mix.

"In mixing concrete use the least quantity of water that will produce a workable mix, then give the concrete as much water as possible after it has begun to harden," is the only safe rule to follow. The amount of water which should be used with given materials cannot always be determined in ad-

vance; it will also vary with the nature and size of the work. However, every effort should be made to keep the water content of the concrete at a minimum. It is not feasible to use the quantity of water corresponding to the highest possible strength of concrete (a similar statement may be made with reference to the "coarseness" of the aggregate), yet this difference should be reduced to a minimum by using the smallest practicable amount of water.

The abuse of the water element in concrete has come about solely from the fact that it is cheap, and frequently facilitates handling and placing. Much of the concrete which is being made at the present time could be greatly improved, at no additional cost, if the owner were compelled to pay, say, $\frac{1}{2}$ to 1 cent per gallon for all water going into the mixer. In many respects it is unfortunate that water is not an essential element in the cost of concrete.

Probably the greatest improvement which can be made in our present methods of manufacturing concrete will come from a better understanding of the very injurious effect of excess of water, and a saner practice in proportioning this important element of the mix.

Recovery of the Murray Elevator from Dust Explosion.

The working house of the Murray Elevator at Kansas City, which was "destroyed" by a dust explosion on Sept. 13, 1919, was believed to be a total loss. However, the plant is now being repaired and much of the structure has been saved.

Dust mixed with air and exposed to fire caused the awful explosion. The entire building was instantly full of flames and the stairway was wrecked trapping forty men on the upper floors. The disaster resulted in fourteen deaths. The book tile covering over the steel frame of the working-house was almost completely blown away, parts of the circular storage bins were torn away and many of the supporting columns on the ground floor of working-house were damaged to such an extent that it was thought impossible to repair or rebuild without first tearing down the remaining wreckage.

A remarkable piece of engineering is being conducted in repairing this elevator. It has been found possible to use a large part of the original structure and by merely patching the broken bins and recovering the working-house the elevator will be put into good shape.

The work of removing the grain came first, then the actual reconstruction program was started. A new set of concrete columns has been installed on the ground floor beneath the storage tanks. Close observation of the accompanying engravings will show the lower columns before repairing and after. Patching the bins with tile to match the original bins has been completed. The steel framework of the working-house was left practically intact, but the covering was blown away. This covering is being replaced by brown asbestos covered metal to match the color of the tile bins.

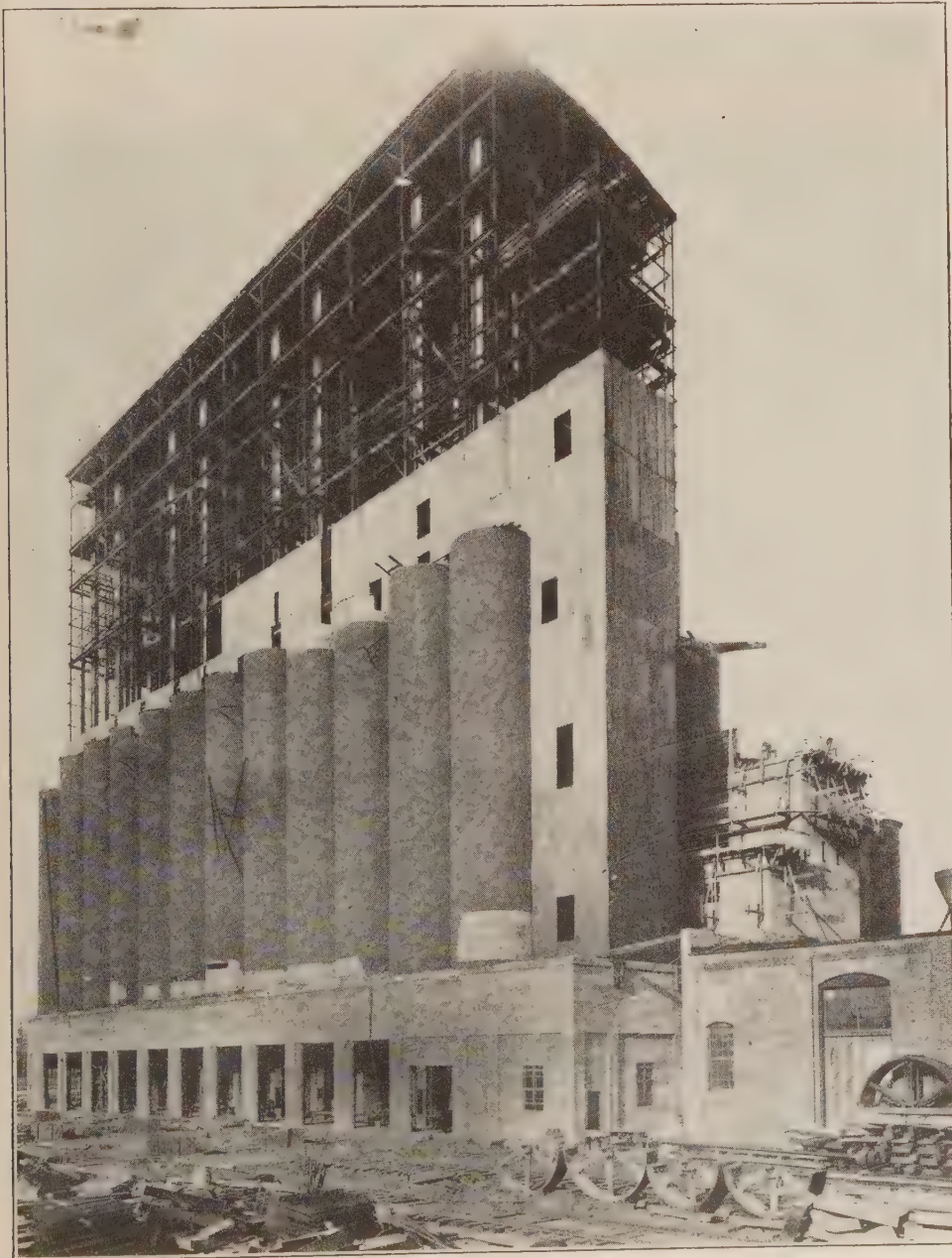
Many changes in the working plan of the house have been made. The original plant was driven by a central power plant with a main rope transmission. The repair work includes installing individual motor drives for all elevator legs, machinery and conveyors. The handling capacity has been increased 33 per cent over the original plant. This has been accomplished by special head design, speed of the legs, spouting arrangements, distribution and new transfer belts.

Some of the machinery was saved and will be repaired, but many new pieces will be purchased. Four cleaners, two clippers and one scourer will be installed, and a new Carter-Disc Separator will also be used. The explosion, which spread with lightning rapidity thruout the house, followed the course of the grain thru the house, having gone up the elevating legs into the garners, scale and hoppers and thru the conveyor housing past the machinery, so it is obvious that the scales and all cleaning machinery felt the force of the explosion.

Work is being pushed along and it is expected that the remodeled and rejuvenated house will again be ready to receive grain on July 1. The Burrell Engineering and Construction Co. is doing the work.

Needless to say the remodeled house will be provided with every facility for thorough ventilation and the removal of all dust at the earliest point of accumulation.

BULGARIA'S GRAIN CROP in 1919 amounted to 1,542,317 metric tons, exclusive of maize. The latest estimates for this crop are 985,000 tons, making the total grain, crop for the year over 2,500,000 tons. The distribution of this metric tonnage is as follows: winter wheat, 911,159; winter rye, 157,395; spring rye, 7,465; winter mixed grain (wheat and rye), 94,075; spring mixed grain, 466; winter barley, 190,136; spring barley, 35,673; oats, 107,225; spelt, 7,523; millet, 13,846; corn (estimated), 985,000; rice, 2,396; and buckwheat 5; making a total of 2,527,317 metric tons, and a total acreage of 4,963,348 acres.



Recovery of the Murray Elevator at Kansas City.
[See facing page.]

Peoria's New Uptodate Feed Mill.

The new modern feed mill plant of the American Milling Company at Peoria is now in operation, and Sucrene mixed feeds for livestock and poultry are being turned out at the rate of 1,000 tons daily, thus making this Company one of the largest exclusive producers of mixed feeds in the country.

About a year ago the feed mixing mill of the firm was completely destroyed by fire. With keen business foresight the management immediately decided to rebuild on a larger scale and planned the most modern and efficient mill of its kind, with all the latest and best mixing machinery necessary to insure an absolutely uniform grade of feeds at all times.

The new plant is constructed entirely of steel and concrete and consists of elevator, feed-mixing mill, grain storage tanks, molasses cisterns, heating plant, office building and an experimental farm with modern buildings to house livestock and poultry used in testing out the various feeds. The entire plant covers an area of 40 acres, and has over 6 miles of standard-gauge tracks owned by the company, and used for switching cars in and out.

In plan and equipment the mill is one of the finest in the country and is one of the show places of interest to Peoria visitors. It is designed so that only one elevation of grain and other materials used is necessary, the gravity principle being used throughout the process of manufacture of feeds, including cleaning, separating, degerminating, grinding

and mixing. When the product reaches the second floor, the feeds are automatically bagged, sewed and weighed at the rate of six sacks per minute on each of the seven lines. The bags are then automatically dropped into spiral chutes and go to the first floor to be loaded into cars for shipment.

In connection with the mill is a completely equipped chemical laboratory, in which 16 determinations can be made simultaneously. All ingredients are tested as to protein, fat, fibre, moisture content, etc. Daily tests of both raw materials and the finished feeds assure a product uniform in quality and up to standard in every respect.

THE ELEVATOR.—The elevator is 171 feet high and consists of an operating house 47 x 76 feet, three bays wide and five bays long, with a capacity of 150,000 bus. Its 57 bins range in capacity from 250 to 5,200 bushels, making the total capacity 300,000 bus.

The track shed has two tracks and four receiving pits. Two receiving pits are tributary to each of two receiving legs by means of 30-inch belt conveyors equipped with interlocking devices to prevent mixtures on the belts.

The two receiving legs and the shipping leg have 10,000 bus capacity. These are equipped with 7 x 7 x 20 inch buckets which run over and 84 inch head pulley. Two twin legs feed the scalper and the clipper. There is also a twin separator leg. The receiving and shipping legs are tributary to three scale garners, of a capacity of 2,600 bus. each, with scale

hoppers under them of 2,000 bus. capacity each. These legs also have by-passes around the garners and scales so that grain may be dropped directly into the bins in the elevator or onto belts leading to the storage. The unloading capacity is 100 cars a day. The elevator was designed by the Witherspoon-Engler Co., and built by V. Jobst & Sons.

A notable record was made by this elevator during 1918, when more than 1,000,000 bus of oats were sacked for the War Department. At the present time it is handling about 50,000 bus of grain daily, the grain being shipped out in mixed cars.

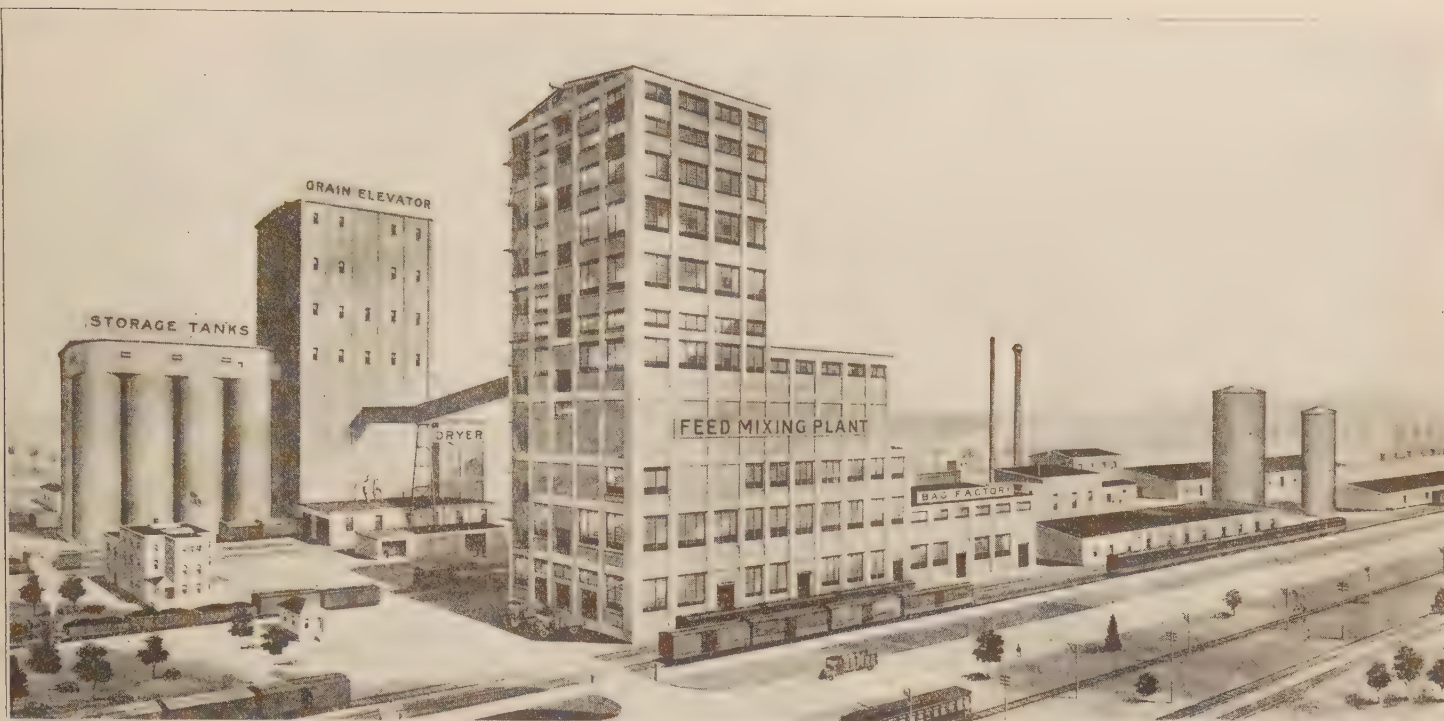
There are 125 electric motors used in both the feed-mixing plant and the elevator all machinery being electric driven by individual motors. These motors range from 1 to 75 h. p. aggregating 2,735 h. p.

THE DRIER.—The drier building in connection with the elevator, is 29 x 33 feet, and 70 feet high. It is equipped with double Hess driers, with a total capacity of 30,000 bus. Large garners over and under the driers keep a supply of grain ahead, so as not to interfere with the elevator. The grain is spouted from the elevator to the garners over the driers. All grain used is put through the special drying process and degerminated in order to remove all danger of heating the final product.

THE FEED MILL.—The feed mill is 282x67 feet, and is 175 feet high, or about the same as a 17-story building. The gen-



Spiral Conveyors from Sewing Machines to Shipping Floor of American Milling Co.'s Plant at Peoria, Ill.
[See pages 887-888.]



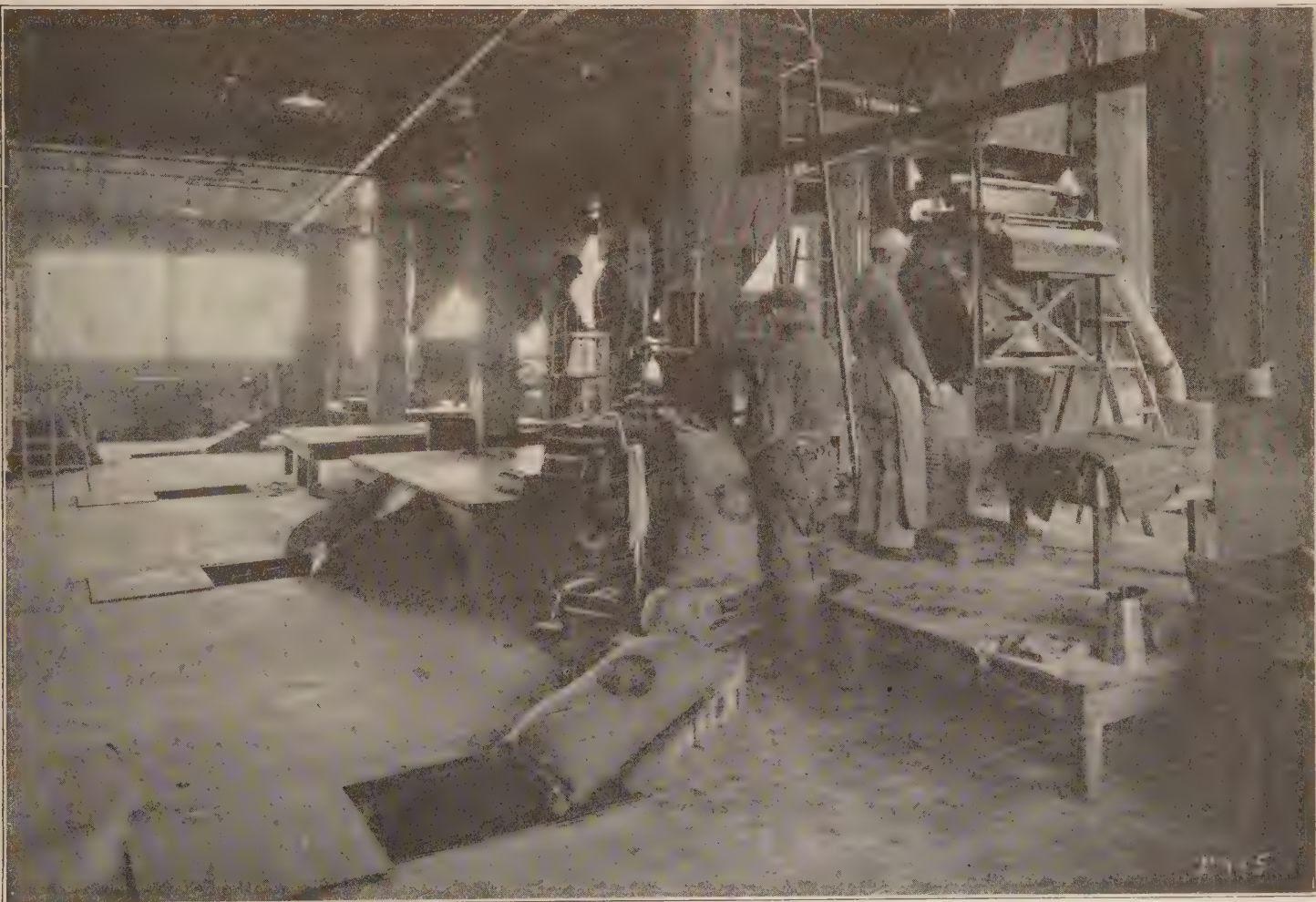
Exterior of Plant of American Milling Co.

eral scheme consists of three sections—a storage section preceding the grinding, or milling; a grinding and milling section; and a mixing section. The upper part of the south

end of the building is the milling and grinding section. The lower part of the section is the storage ahead of it, while the remaining part of the building to the north consists of the

mixing section and warehouse, and storage of sacked material.

THE BASEMENT of the mill is used for the storing of the cake of various sorts which



Weighing, Sacking and Sewing Machines at Plant of American Milling Co., Peoria, Ill.
[See pages 886-888.]

is used in the feed. This is taken to the Stedman Disintegrator by means of a drag which extends the length of one side of the south half of the basement. The disintegrator pulverizes the various cottonseed, linseed, and peanut cake and takes out the coarse materials. It is then elevated and passed to the various conveyors on the fifth floor and by means of them into the storage bins over the mixing lines. A belt in the basement may receive material from the first floor and basement of the mill, or from the warehouse at the north end of the mill, and distribute this either to a leg at the south end of the mixing section, or it is brought forward to the extreme south end of the building. This belt also elevates material to the fifth floor and by means of cross transverse conveyors to the bins over the mixing lines it can then be placed either in the storage section of the mill, or elevated into the grinding and milling section.

Corn is received either from the elevator or from cars, placed in the storage section and afterward collected by means of conveyors and sent through Beall Degerminators and the Cutler Driers and Coolers. Then it is elevated to the top of the building, where it passes through the various reels and aspirators, and gradually works its way through the processes until the various separations of the several grades of corn are made, which are then placed in the garner in the sixth story.

Wheat, kaffir corn, and other grains and ingredients which require milling, are elevated to the top of the building, and having passed through their various reels and mills, are finally collected as finished ingredients in garner reserved for each kind in the sixth story. These garner are made tributary to any of the bins over the mixing section by

means of longitudinal and cross conveyors on the fifth floor.

After the various ingredients are placed in their respective bins in the fourth story, they are dropped through their feeds into mixing conveyors on the third floor, then to the automatic sacking scales and sewing machines on the second floor after the sacks are sewed by means of spirals to the first floor.

The new feed mill is said to be the last word in economy, convenience and efficiency. In the feed mill over the mixing story are 81 bins beside the 35 bins in the storage part. Fifteen legs in the feed mill expedite the delivery of any material to the point desired. Eleven Sprout, Waldron & Co., Attrition Mills and 2 roller mills insure the desired reductions and over 100 special Gaunt Feeders maintain the mixtures as wanted.

More Silent chains are used in reducing the speed of the drives to the elevator heads, the reels and belt conveyors.

Monitor Cleaners, Beall Steamers and Degerminators and Skillen & Richards transmission and conveying machinery were used.

Seven Richardson Automatic Scales are used on the packing floor and 3 Fairbanks dial platform scales on the shipping floor.

The dust collecting system is complete in every detail.

The feed mill was designed by Hewitt & Emerson, Architects and Engineers and built by V. Jobst & Sons under the supervision of E. H. Karp, who was supervising engineer for both contractor and architect

THE OFFICERS of the American Milling Co., all of whom are live wires and have taken an active part in the construction of the new plant, are as follows: Pres & Gen'l Mgr, Hinckley G. Atwood; Vice Pres: Edwards S. Dunn, John W. McDowell, and John H. Ball; Asst. Sec-Treas, T. S. Ely; Directors—H. G.

Atwood, Douglas H. Bethard, Ray C. Becker, Horace L. Daniels, Edward C. Heidrich, George J. Jobst, John W. McDowell, Charles C. Miles, Jacob Wachenheimer, William B. Wolner, Edwards S. Dunn.

Sales Manager, M. A. Hoag; Asst. Sales Manager, G. R. Baumbach; Advertising Manager, S. Q. Cassell; Traffic Manager, Joseph Mobin; Auditor, D. N. Johnson; Purchasing Agent, Geo. S. Chesbro; J. H. Hinken is sup of the feedmill and Carl Chindbloom is supt of the elevator.

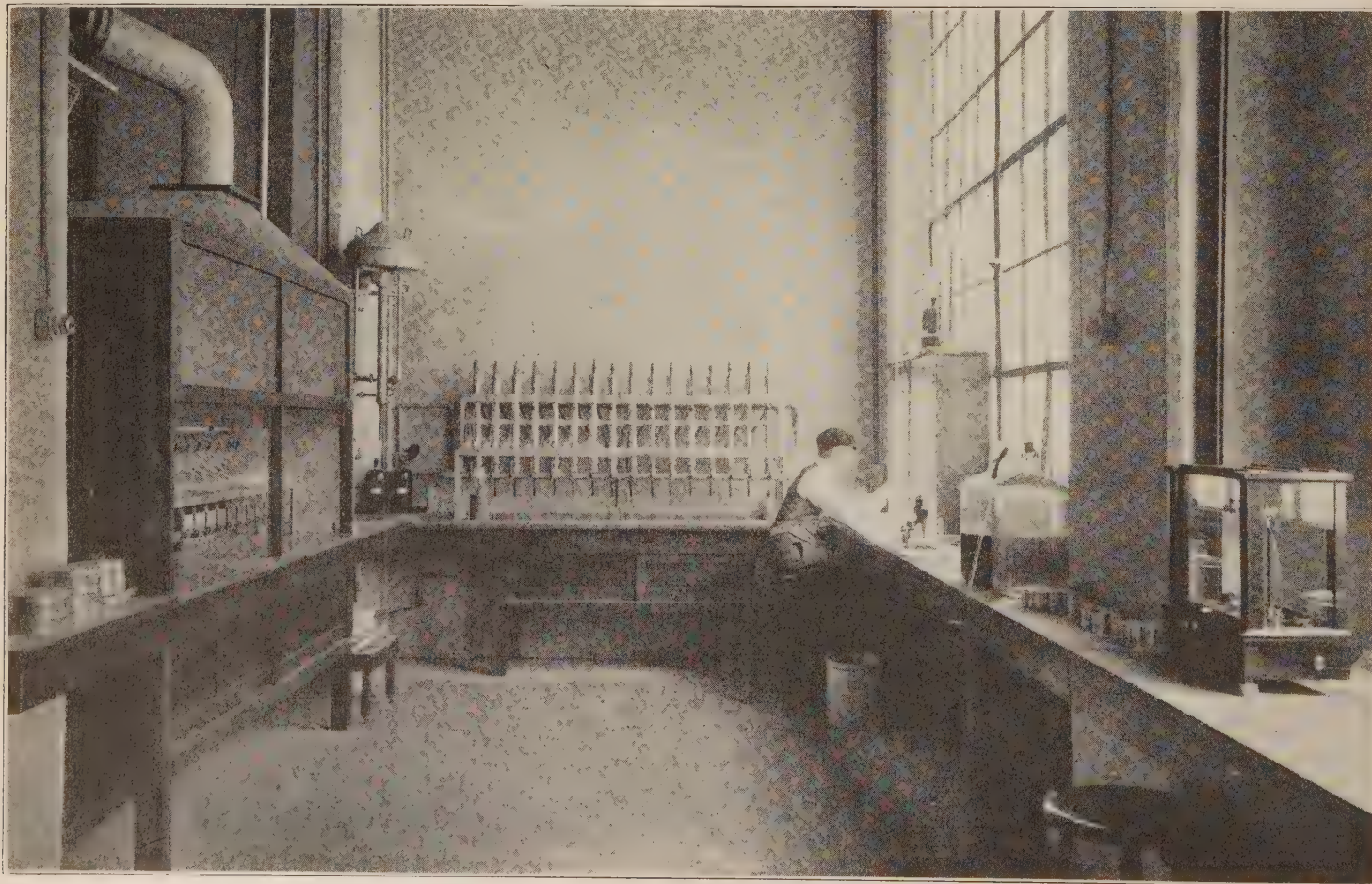
North Dakota Grading Law Unconstitutional.

The grain grading law passed by the North Dakota legislature in 1919 has been declared unconstitutional by the United States District Court sitting in St. Paul.

The Farmers Elevator Co., at Embden, N. D., had applied for an injunction to restrain the state from enforcing the act.

The decision, rendered by the court, tho not final, declared the law unconstitutional because the requiring of a license, the keeping of records and grain transactions; inspections of all grains before sold; grades to be used; and the methods of deducting dockage, placed a too severe burden upon the interstate commerce.

PROFITS FROM HANDLING the grain supply in Germany are too insignificant to warrant a Government grain trade monopoly, according to recent reports. It is stated that the price to the consumer would be increased if the Government attempted to increase its revenue by such a plan. Government control of milling operations would yield greater profits.



One End of Laboratory of American Milling Co. at Peoria, Ill.
[See pages 886-887.]

Flow Sheet of Elevator.

A milling engineer would be at sea without a flow sheet of a mill showing the path of the raw material and partly manufactured products thru the different machines.

In a mill the variety of machines for handling practically the same stock makes it necessary for the designer to indicate by the flow sheet how the work shall be divided among the reduction and purifying machines. Grain elevators in the earlier days have been so simple in construction and the course of the grain so obvious that no flow sheets have seemed necessary; but complication has developed so that in many instances a flow sheet may well be worth the time of the draftsman.

A good example of a grain elevator flow sheet is that given in the engraving herewith. It shows the course of the wheat, screenings and dust thru the new elevator in connection with the new mill of the Sperry Flour Co.,

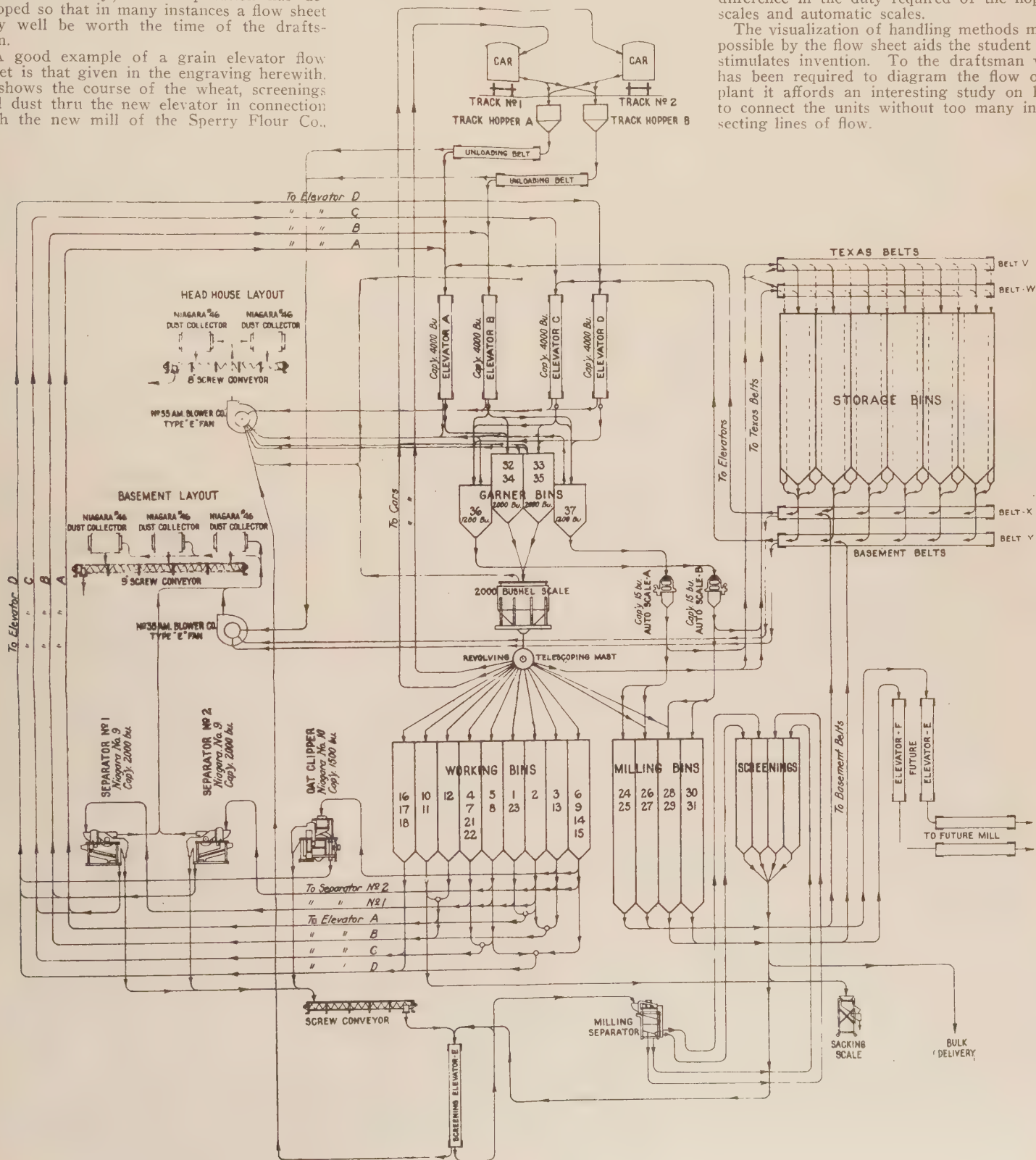
at Ogden, Utah. This elevator was described and illustrated on pages 658 and 659 of the Journal for Apr. 10. Maurice C. Couchot was the designing engineer and builder and supervised the installation of the mechanical equipment.

A flow sheet is well adapted to show the flexibility of handling and the optional use of the equipment. This flow sheet shows that wheat from both of the unloading tracks can be discharged into either of the two track hoppers and run over the belts into either of the two elevator legs. It shows the applica-

tion of the dust collection suction to the unloading belt, the elevator boots, cupola belts, garners and scales.

It shows by number the exact bins into which wheat is run thru the revolving telescoping spout in the working house. Every possible movement of the grain is indicated, including such a detail as the fact the sacking scale will take grain from bins 10 and 11 as well as from the screenings bins. It shows that the milling separator gets its feed from the two separators and one oat clipper and itself discharges four kinds of material to four different screenings bins. It shows the difference in the duty required of the hopper scales and automatic scales.

The visualization of handling methods made possible by the flow sheet aids the student and stimulates invention. To the draftsman who has been required to diagram the flow of a plant it affords an interesting study on how to connect the units without too many intersecting lines of flow.



Flow Sheet of Sperry Flour Co.'s New Elevator at Ogden, Utah.

Oat Purifying.

BY N. C. ELLIS.

During the war the demand for sulphur, which is used in the process of purifying oats, became so enormous that the Government found it necessary to place restrictions on the use of this material for other than war purposes. The result was that purified oats practically disappeared from the market. Recently, the government released this ban on the use of sulphur for purifying oats, and since the repeal of this restriction there has been a rapid increase in the sale of purified oats, and a number of machines installed for the purpose of purifying.

Only two systems of oat purifying have been on the market. One system utilizes a steam syphon jet for the purpose of injecting the sulphur fumes in the oat mass, and the other system utilizes a positive blower which forces a definite amount of sulphur fumes into the oat mass every minute. Both systems utilize a circular concrete tower which is reinforced and built very similar to an ordinary grain storage tank. The oats are held in mass in this tower and are fed in at the top and drawn from the bottom continuously. The oats are allowed to remain in the tower about 20 minutes. There is a marked difference in the rapidity with which the two systems operate on the oats.

The system utilizing steam as the medium with which to force fumes into the oat mass produces an immediate effect on the oats. In other words, the oats enter the tower in a discolored condition and leave the tower in an interval of 20 minutes in a perfectly purified and whitened condition.

When utilizing a positive blower system the oats are first dampened with a water spray and the dry fumes are then forced into the oat mass. The oats remain in the tower about 20 minutes, but on being spouted from the apparatus they show no apparent change in their appearance. With this process the oats must be elevated to a grain storage tank and allowed to remain "in soak" for a period of 12 to 36 hours, during which time the bleaching takes effect.

This system up to within a year or so ago seemed to be the most popular, but it was found that much more rapid work could be produced by allowing a jet of steam to enter the oats with the fumes. This is due to the fact that the steam opened up the pores of the oat skin, allowing the fumes to penetrate the husks more quickly.

The steam process has therefore assumed favor in the eyes of most elevator operators, due to the fact that it produces work equally as good as the system using a positive blower, and furthermore the oats which are bleached by the steam process can be shipped immediately after bleaching. With the present high cost of building construction, it has become necessary to conserve the amount of storage space utilized, and when it is considered that the operation of a 3,000 bushel per hour bleacher for a period of 36 hours requires 108,000 bushels storage, the saving in the operation of the steam purifier is apparent.

There has always been a question in the minds of elevator operators who desired to install oat purifiers as to whether or not the oats required cooling after the bleaching process. It is generally conceded that the safe thing to do is to cool the oats. For this purpose certain operators use an ordinary cleaner or aspirator, while others have installed grain coolers, which are placed in one of the bins, on the bin floor below the scales or on the working floor.

There has also been a misapprehension on the part of elevator owners that the Government has placed restrictions on the bleaching of oats. Such a restriction was at one time in force, and had a very serious effect on the output of prifed oats. The government has since determined, that the bleaching of

oats is a sterilizing process and increases the value of the oats as a food rather than impairing any of its qualities.

The restriction was, therefore, removed by Secretary Houston, and it is now legal for anyone in the grain business to purify oats, the only precaution which must be taken is that the oats when sold after bleaching must be labeled "Purified Oats." The government further conceded that it was necessary to add a small amount of moisture to the oats for the purpose of bleaching or purifying, and has ruled that it is permissible to add one per cent moisture during the process of bleaching or purifying.

A very complete study of the bleaching of oats was made by Mr. George H. Baston, Assistant Grain Supervisor, for the United States Department of Agriculture, and his findings as to the value of the bleaching of oats may be found in the U. S. Dept. of Agri. Bul. No. 725.

Grain Trimmer Awarded Damages for Injuries.

The Supreme Court of New York Appellate Division, on March 12 affirmed the judgment in favor of Edward Hussey, grain trimmer, against the Lehigh Valley R. R. Co. The court held that the verdict of \$4,148 damages was not excessive, and should be affirmed with costs.

The plaintiff, not in the employe of the defendant company, had been shoveling bulk grain into the elevator buckets that were taking cargo from the defendant's boat to load a larger vessel. When all the grain was loaded, he had to come out by a ladder put down the hatch. It was necessary that such a ladder be securely lashed at the hatch coaming to prevent its foot sliding on the ceiling which was worn smooth and slippery by the friction of bulk grain, the usual cargo of the boat.

The captain of the boat in question testified that the line was strong enough to hang five men; and yet this cotton line, less than a half-inch in diameter, which had been exposed on the deck to the weather from May to December in and about New York Harbor, was not strong enough for the lashing needed, as subsequent happenings proved.

The plaintiff, with other grain trimmers, came up the ladder on his way out. He had no reason for supposing that there was anything defective about the ladder or its lashing. But the lashing broke, letting the ladder fall, and the plaintiff sustained severe injuries. The suit against the Lehigh Valley R. R. Co. followed, in which the defendant's lack of care and the plaintiff's failure to observe the condition of the lashing were submitted to the jury, in a charge free from exception. The decision was damages to the plaintiff of the amount specified and costs.

PRODUCTION of foodstuffs in Great Britain, while on the increase, is not sufficient to make her self-sufficing or to change her position in the food trade of the world. The decline in the production of fodder crops will tend to reduce the domestic production of meats and dairy products.

Consistency of Concrete.

A simple method of determining the proper consistency with the particular aggregates of the job, is known as the slump test. This is recommended as a guide to obtaining the best results. All that is required for this test is a tapered form of heavy tin or sheet metal made up as shown in the sketch. After concrete has been thoroly mixed, three or four layers of it are placed in the tube until flush with the top, each layer being thoroly settled by working with a pointed iron rod. Then the form is lifted, allowing the concrete to settle or slump, as it is called. After the pile has set one or two minutes, its height should be measured and subtracted from the original height of 12 inches.

If concrete is being used to lay a pavement, floor, large foundation or any work that can be tamped, the settlement or slump allowed may be between 2 and 3 inches, but should not exceed the latter.

If concrete is to be used in thin walls with reinforcement, or in some section that must be watertight, the slump may be between 6 and 7 inches, but should not exceed the latter.

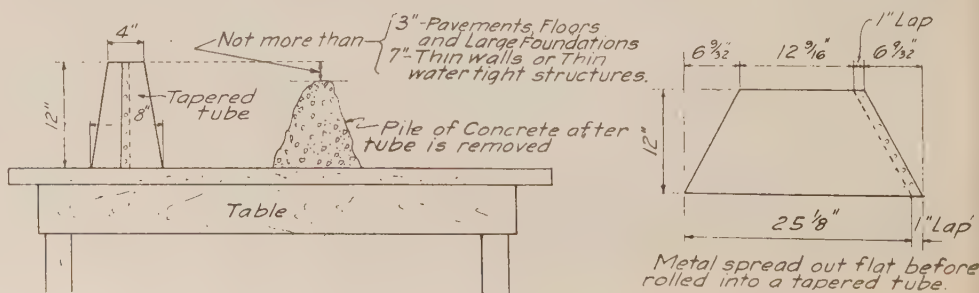
If concrete is to be used in the making of such cement products as concrete block, where the mold is to be removed at once, there should be no slump, but as much water should be used as is possible without resulting in any deformation, or settlement of the pile after the form has been removed.

For general use the concrete mixture should be wet enough to form a mass of pasty or jelly-like consistency, never so wet as to flow easily or be soupy. In the latter condition separation between coarse aggregate and the mortar is almost certain to result when placing the concrete. The amount of water that will usually produce the proper consistency with the average mixtures is about 4 gallons to a sack of cement or 1½ gallon to one cubic foot of concrete in place. This figure cannot be considered as an invariable guide to quantity of water, but it will serve as a basis for trial and hence more accurate determination of the proper amount to use with the aggregates in question.

Certain kinds of stone are porous and because they immediately absorb water from the mixture it is necessary to use a greater amount than were the aggregates non-absorbent. Also at times the sand particularly may contain more moisture than at other times. Concrete that is to be placed in very thin walls or structures where reinforcing rods or wire mesh is used, must necessarily be wetter than a concrete that is to be used for floors, pavements, foundations, etc.

In reinforced work, the wetter mixture is necessary principally because the drier one cannot be settled or consolidated so readily in the forms to make it everywhere surround and bond to the reinforcement. In making such concrete products as block, where early removal of molds is desirable, the quantity of water used must be reduced accordingly.

When starting to mix concrete for the day, for example, it is well to determine when preparing the first batch what amount of water is necessary to produce the required consistency. Then the same measured quan-



Tapered Tube for Determining Water in Concrete Mix.

tity can be used thruout the day if there is no change in aggregates, thus always producing concrete of the same consistency for subsequent batches of the same size.

AUSTRALIA MAY HAVE TO IMPORT wheat in 1921, according to a recent dispatch from Sydney to the London Times, owing to the bad season. Recently the wheat board asked Great Britain to forego the balance of 1,500,000 tons owing her, but she refused. As a result, West Australia has refused to contribute toward the British shipments, and other states are being urged to take a similar course.

SHIPPING NEWS FROM DULUTH, April 24, states that boats caught in the ice outside the harbor are getting thru with the aid of tugs and that the lack of wind is making the passage of the ice pack less difficult. A total of seven boats, with an aggregate of 2,000,000 bus. of rye have loaded, thus pulling stocks in elevators down to 6,000,000. Other tonnage is under contract for early movement to the east. The first cargo of grain to go out this year left on the steamer C. O. Jenkins, the evening of April 23. This consisted of 354,000 bus. of rye en route to Buffalo. Another boat was scheduled to leave April 24.

A Ventilated Concrete Crib.

Ear corn storage is a problem that is made difficult by the two conflicting factors of greater economy in building large bins and the poor keeping quality of corn in large masses. Ear corn cures out better in small bins; but large bins admit of cheaper mechanical handling and lower cost of construction.

The type of ear corn storage shown in the engraving herewith can be built at present at the same cost as for ordinary wood construction and has the additional fireproof everlasting qualities of concrete.

A lining of wire mesh inside attached to nailing strips makes the crib available for storage of small grain.

Corn to go into the crib is elevated in the elevator near by and fed into the 4 bins of the crib by a distributor, as shown in the sectional elevation. The bins are emptied thru the conveyor tunnel below, as shown in the ground plan herewith.

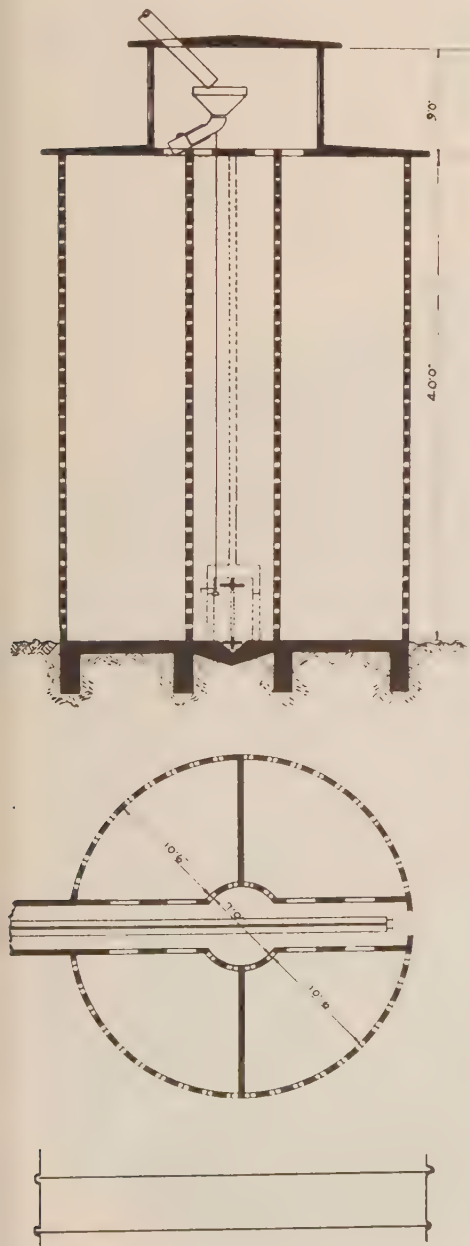
In the center is a small cylindrical shaft the walls of which are also ventilated, which serves as a ventilating chimney. With the conveyor tunnel beneath and the small distribution cupola above provides an air draft

by which the air passes thru the grain and out of the ventilating windows at the top.

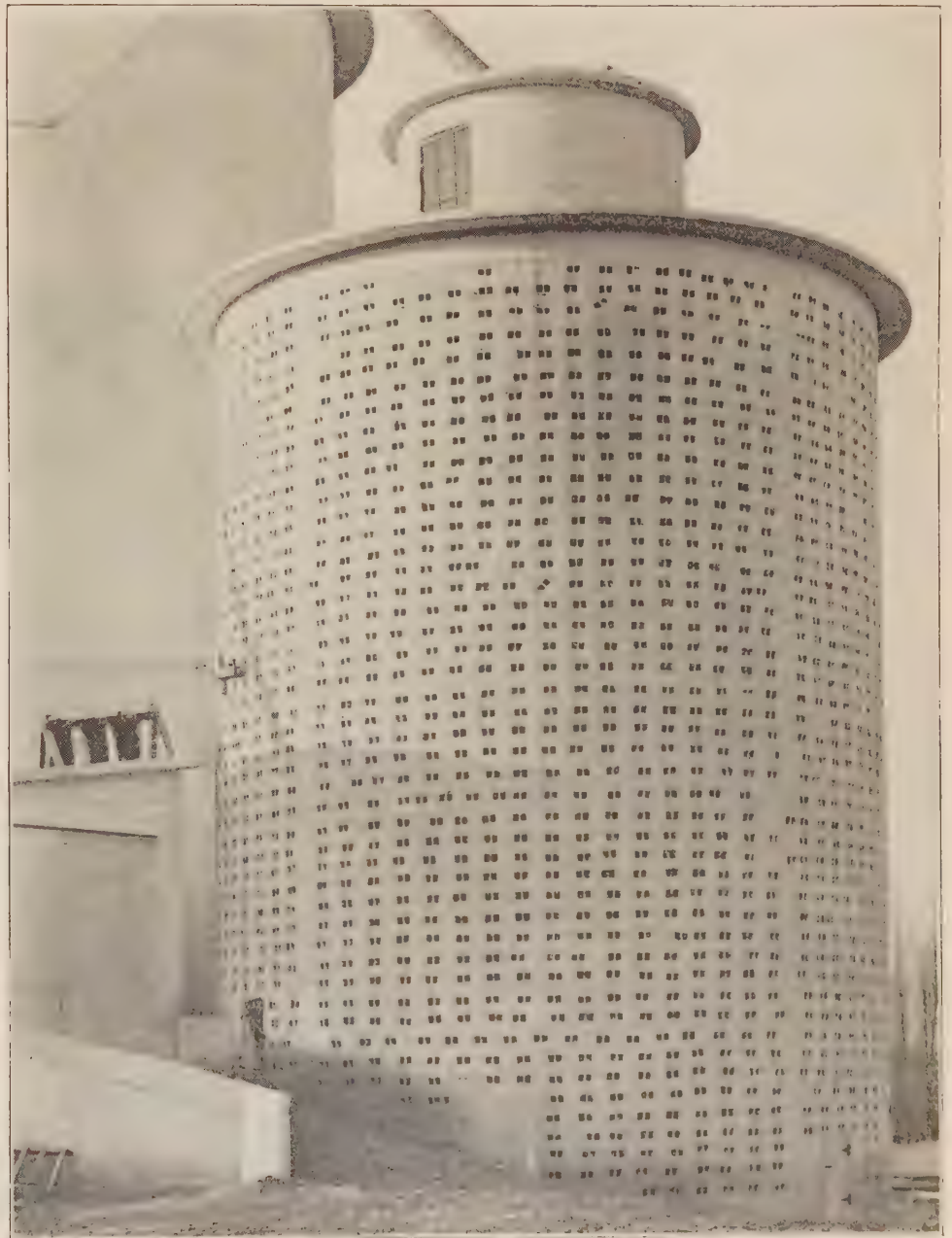
This type of ear corn crib is built with sliding forms with 6 inch thickness of walls.

The ventilating is accomplished by placing hollow building tile in the forms as the concrete is poured. These tile may be obtained with any size opening from an inch square to three inches square, and can be placed as close together as desired, leaving space enough between to give enough concrete to contain the reinforcing steel. The vertical steel is provided in the form of jacking rods. Horizontal steel is placed between each layer of ventilating tile. This crib was designed by Miller, Holbrook, Warren & Co. for the Farmers Elevator Co., at Farmersville, Ill.

A RECENT ANALYSIS OF RAW MATERIALS available in Europe shows a shortage and a need for immediate increased production. To attempt to control prices can result only in further curtailment of the total commodities available for the total number of human beings to be fed, housed, and clothed. All attempts at international control of prices, with a view to benefitting Europe at the cost of of the producer elsewhere, will produce decreased production abroad, it is held.



Cross Section and Plan of Ventilated Concrete Crib.



Ventilated Concrete Crib of Farmers Elevator Co., Farmersville, Ill.

New Departure in Track Scales.

New specifications adopted jointly by the American Railway Ass'n, the American Railway Engineering Ass'n, the Railroad and Warehouse Commission of Minnesota, the National Scale Men's Ass'n, the Bureau of Standards, and The Scale Manufacturers' Ass'n make necessary such changes in the design of scales on the market up to this time, that the new scales in accord with them are not interchangeable with the old scales. While changes were being made that were sufficient to destroy the interchangeability of the new and old scales an opportunity was afforded to go further and remove incongruities in design that were and have been present in scales ever since the first was built nearly ninety years ago.

In designing scale levers it has been common practice to assume that the load is applied at the center of each bearing and is transmitted along the center line of each connected lever. The connections between levers of the standard I section must be made between pivots projecting from both sides of the levers. If the load on both sides is not equal, and it seldom is, or if there is the least warp or horizontal deflection of the lever, a torsional strain is produced which levers of I section are not calculated to resist. Loads applied to a track scale in ordinary car weighing are frequently greater on one side than the other, with the consequence that the pivots are unequally loaded and torsion set up in the levers.

In the new Fairbanks Type "S" Track Scale the initial load is suspended from the center of the main lever bearing, and from that point is transmitted thru the true center line of the lever to each succeeding bearing. The tip

of one main lever of each pair is directly over or below the true center line of the opposite lever so that the combined pull of both levers is in one straight line to the center of the bearing, which is on the center line of the longitudinal lever. The same is true at the connection of the longitudinal levers to the transverse or fifth lever.

The feature first noticed on looking at the perspective sketch of the interior of scale pit is the departure from the use of the customary I section levers, and going to the consistent use of the double web section thruout all levers of the scale.

The important effect of bringing this correct theory into actual practice is that the load on each knife edge is so applied and the levers are so designed that there is neither torsional strain in the levers nor any tendency to displace the levers from their bearings, nor to produce unequal wear upon different parts of the same bearing.

The scale is built in four sections, with a series of primary or main levers transmitting the load to longitudinal extension levers which in turn transmit the load to a transverse extension lever which connects thru a shelf lever to the beam.

Nose irons have machined tongue and groove engagement with the levers, insuring movement of the knife edges truly along the center line of the lever, and maintaining their parallel alignment. Such movement is controlled by non-corroding adjusting screws.

All pivots thruout the scale are machined all over and fitted into machined seats. The edge of the pivot is hardened to resist scratching with a file while the back of the pivot is drawn relatively soft. The design of the levers is such that all pivots and their bearings are

in contact thruout their full length. This means that there are no overhanging pivots driven thru the lever which must be backed up by heavy bosses of metal.

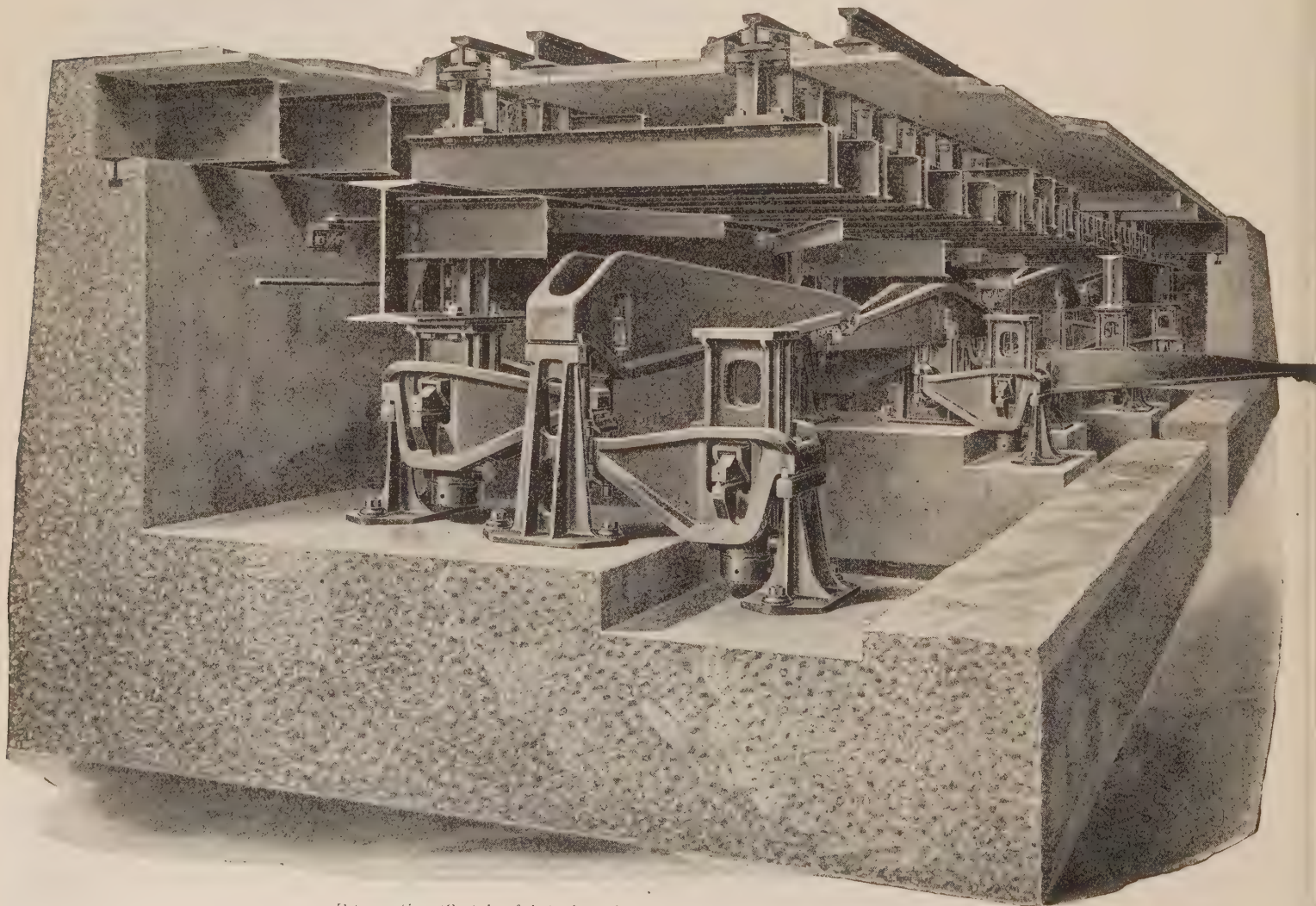
THE BEAM, in keeping with the other parts of the scale, is novel in design, as shown in the engraving herewith. It is of cast iron with cross section of inverted U shape, giving the maximum rigidity and furnishing a housing over the balance ball and track for carrying the poise. The notches are cut in steel bar inserted in the bottom of the back web, which insures that no dirt can fall and lodge in them. The type for printing weights on tickets is fastened on the bottom of the front web.

The center indicating poise suspended from three ball bearing trolley wheels runs smoothly upon a machined track housed inside the beam. Its exact weighing position is determined by a positive locking device of thirty or more teeth engaging the same number of notches of the beam. This locking device or pawl moves in vertical guides arranged to be always tight, to insure a positive position of the poise. A convenient handle on the front of the poise serves to operate the pawl when turned in one direction and to print the tickets when turned in the other direction.

No imprint can be made until the poise has been locked in position, insuring full, clear impressions. After printing, the poise cannot be moved until pawl is completely disengaged, so that the notches cannot be stripped.

The beam stand is of the upright pillar type with compensating steel bearing blocks machined in.

The loading for knife edges will not ex-



Perspective Sketch of Interior of Pit of New Fairbanks Type "S" Track Scale.

ceed 5,000 lbs. per linear inch on heavy duty scales and 6,000 lbs. on light duty scales.

The tensile strength of special bolt steel used is not less than 120,000 lbs. per square inch.

Standard erection plans have been drawn which incorporate the best recognized practice as to all details of installation. Wide pits afford ample room for installing the scale correctly as well as for convenient examination from time to time. The design of weighbridge, the mounting of dead rail supports and fastening, the arrangement of weather guards, and all other details have been worked out carefully, with a view to obtaining the most economical way, consistent with accurate performance and at the same time, the lowest maintenance cost.

The National Scale Men's Ass'n adjourned its annual meeting recently in order that members might make a daylight inspection of the wonderful new scale which had been set up in the shops of the Fairbanks, Morse & Co.

Feedstuff Movement in April.

Receipts and shipments of feedstuffs at the various markets during April, compared with April, 1919, were as follows:

	Receipts		Shipments	
	1920	1919	1920	1919
Chicago, tons	8,802	18,297	17,214	35,175
Cincinnati, tons	1,500	4,320		
Kansas City, tons	960	3,560	7,800	15,260
New York, sacks	180			
St. Louis, sacks	67,150	127,790	49,450	210,830
San Francisco, tons	83	271		

ALL SEED WHEAT in the province of Chubut, Buenos Aires, Argentine, is reported to have been purchased by some North American firm. Record exportations since Jan. 1 with this give rise to fears of over exportation.

Feed Handlers to Organize.

A national organization of handlers of feedstuffs is being planned by E. C. Dreyer, St. Louis; J. K. Scattergood, Philadelphia, and C. O. Dickelmann, Milwaukee.

Letters to feed jobbers thruout the country asking them their opinion about this proposed organization have brot a number of very encouraging replies.

Speaking of the organization Mr. Dreyer states that feed distributors form one of the few large industries which have no national organization.

Included in the purposes of this organization is the settlement of disputes between feedmen out of court by arbitration, and the elimination of many undesirable practices among feed men.

The first meeting of this organization is to be held at St. Louis, Mo., Thursday and Friday, May 27 and 28.

Feedstuffs

ST. LOUIS, MO.—The United Feed Manufacturers held a business meeting on April 24.

DELANO, MINN.—A feed mill is to be erected here by the Delano Farmers Elevator Co.

CHARLESTON, W. VA.—The Davis Flour & Feed Co., has been incorporated with \$1,000,000 capital stock.

MINNEAPOLIS, MINN.—Bergman Bros., feed dealers, have changed their name to the Bergman Mill Feed Co.

BEARDSTOWN, ILL.—F. Roberts and E. Houston have taken over the feed business of Schweer & Millrick.

SHAWNEE, OKLA.—The F. & L. Feed, Flour & Seed Co., has increased its capital stock from \$100,000 to \$250,000.

LOUISVILLE, KY.—The Kentucky Feed & Grain Co. has been granted a permit to erect an elevator at the cost of \$20,000.

HAMBURG, N. J.—The Reeve-Harden Co. has been incorporated here for \$100,000 and will engage in the grain, feed and flour business.

THE RALSTON PURINA Co., St. Louis, Mo., has registered the drawing of a donkey, as its trademark, No. 128,616, for use on stock feed.

JACKSON, MISS.—The Royal Feed & Milling Co.'s plant was destroyed by fire April 29. Contract has already been let for a new plant.

THE CAPITAL FUEL & FEED Co. is a recently organized firm at Phoenix, Ariz., capital, \$100,000. The company is building a warehouse.

THE AMERICAN FEED MANUFACTURERS will hold their twelfth annual convention at the LaSalle Hotel, Chicago, Ill., on Thursday and Friday, June 17 and 18.

BUENA VISTA, VA.—We buy wheat and feed in carload lots. We do not operate an elevator but have one for storage purposes. Farmers & Merchants Mills, Inc.

PEN ARGYLE, PA.—The Stofflet Milling Co., contemplates making an addition to their plant in which they will install machinery for the grinding of all kinds of feed.

THE PURITY OATS Co., Keokuk and Davenport, Ia., has registered the word "Purity" in a diamond-shaped figure on a background of diamond-shaped devices, as its trademark, No. 129,473, for use on scratch feed, horse feed, poultry-mash, pigeon feed, hog feed, chick feed, dairy feed, and cattle feed.

CLINTON, IA.—The Champion Feed Milling Co. has amended its articles of incorporation and changed its name to the Champion Milling & Grain Co.; capital stock, \$50,000.

MONKTON, MD.—The Monkton Roller Mills recently incorporated at this point intends to erect a plant that will turn out 64 tons of feed as well as 2,000 bbls. of flour per day.

D. W. KRESKY of Kansas City has sold his interest in the Gateway Milling Co., a feed manufacturing concern, to B. R. Cecil. Mr. Kresky is a member of the Board of Trade.

S. A. ROGERS Co., Newark, N. J., has registered the term "Sarco," as its trademark, No. 117,196, for use on scratch food for poultry, mash for poultry, baby-chick scratch, and baby-chick mash.

ALFALFA milling in Colorado has become one of the leading industries of the state. The annual output of alfalfa mills is now over \$5,000,000, reports the Colorado Immigration Department.

MILWAUKEE, WIS.—The Jersey Cereal Food Co., capitalized at \$4,000,000 has taken over the old plant of the Morrow Milling Co., and is installing machinery for the manufacture of Jersey Rolled Oats.

TERRE HAUTE, IND.—The feed mill and warehouse of Hager & Houles was damaged \$25,000 when fire destroyed the plant. The loss was partly covered by insurance. It is believed the fire was of incendiary origin.

THE SCHREIBER MILLING & GRAIN Co., St. Joseph, Mo., has registered the term "Wheatco" and the drawing of a shock of wheat enclosed in a square, as its trademark, No. 124,738, for use on hog and cattle feed.

THE INTERNATIONAL SUGAR FEED Co., Minneapolis, Minn., has registered the words "International Diamond Dairy Feed" in a circular device within a rectangular figure, as its trademark, No. 126,636, for use on dairy feed.

THE HALES & EDWARDS Co., Chicago, Ill., has registered the illustration of the head of a calf and horn enclosed in an oval form bearing the words "Red Horn," as its trademark, No. 116,567, for use on mixed grain feeds for calves and pigs.

PITTSBURGH, PA.—The Pittsburgh Grain & Hay Ass'n has been hard hit by the recent railroad strike. Supplies at the beginning of the strike were short. To conserve the supplies of feed on hand the exchange has requested all feed users to resort to substitutes whenever possible.

DUNKIRK, N. Y.—The National Grange is back of a movement to build a grain mill and elevator here, to grind and mix feeds. The mill will have a grinding capacity of 50 carloads a day, and will grind and mix ten different kinds of grain at one operation. The cost is estimated at \$100,000.



Beam of New Departure Track Scale.
[See facing page.]

THE HAYES GRAIN & COM. CO., Little Rock, Ark., is now completing a molasses alfalfa feed mixing mill.

A NUMBER of feed mills at Topeka, Kan., have been hard hit by inability to ship their products because of the rail strike.

HENDERSON, N. C.—The Union Seed & Fertilizer Co., has let the contract to the Spencer Const Co. for a 60 x 220 ft. cotton seed warehouse, of 5,000 tons capacity.

NASHVILLE, TENN.—The Alfred Mill & Elevator Co., has been incorporated for \$500,000. It is planned to start work on their new plant as soon as a site can be secured. It is planned to manufacture all kinds of feed.

LEWISTON, IDA.—The A. A. Wormell plant has been purchased by the Nez Perce Roller Mills, Nez Perce, Ida. A new company to be organized with a capital of \$200,000 will manufacture cereal food and feeds as well as flour.

METUCHEN, N. J.—W. A. Crowell & Son have the steel work of their new elvtr. on the concrete foundation and expect to finish up rapidly. The office and a warehouse will be built when the elvtr. has been completed.

RANSOMVILLE, N. Y.—The elvtr. and mill of Glenn H. Foote, burned Apr. 20 with a loss of \$15,000. A large quantity of buckwheat and almost all of the machinery was destroyed. A defective gasoline engine was the cause of the fire.

C. N. CRAIG, wholesale grocer at New Albany, Miss., is mgr. of a newly organized mixed feed company with a paid-up capital of \$150,000. The firm is equipped to turn out a daily average of 50,000 lbs. of the six kinds of feed manufactured.

CLINTON, IA.—The half million dollar plant of the Champion Feed Milling Co., will comprise a molasses feed mill and screening elevator of concrete construction to have a hourly capacity of 25 tons of molasses and poultry feed. Foltz, King & Day have the contract.

INDIANAPOLIS, IND.—During the recent heavy rainstorms the plant of the Belt Elevator & Feed Co. had 8 ft. of water standing in its basement as a result of a defective sewer. Main drive motors in the plant were entirely covered and other slight damage was done to the plant.

KANSAS CITY, MO.—We have just completed a new leg in our elevator which will double the capacity of our plant. When completed we will have the largest and most up to date plant in Kansas City for the manufacture of corn chop poultry feed, and rolled oats.—G. K. Walton, sec'y Nelson Grain Co.

AS A RESULT of the rail tie up many stock shippers have suffered severe losses because of the expense of feeding stock shipments held outside terminal markets. A recent Colorado shipment of lambs was held for 3 weeks outside Chicago, during which time they ate up \$3,000 worth of feed.

WASHINGTON, D. C.—We have built a reinforced concrete elevator and feed mill at Bluemont, Va., which is operating as the Bluemont Branch of the Round Hill Milling Co. Our S. E. Rogers in partnership with his son H. C. Rogers, doing business as the Hamilton Milling Co., has nearly completed a duplicate of the Bluemont plant, at Hamilton, Va., Deverill, Spencer & Co., erected both plants.—S. H. Rogers, Round Hill Milling Co.

SIoux CITY, IA.—The Alfalfa & Cereal Milling Co., a \$4,000,000 corporation, is in the hands of receivers on application of stockholders. In the stockholders petition it is stated that there has been \$250,000 worth of stock sold and that the company has as its assets a piece of property bot at \$46,500. It is also stated that officials appropriated \$158,000 for their own use. George P. Johnson, a stock salesman arrested recently charged with embezzlement of \$50,000 of the company's funds is now out on bond.

DENVER, COLO.—The Western Alfalfa Milling Co., operators of alfalfa mills thruout Colorado have taken over the controlling interest in three alfalfa mills of the Farmers Alfalfa Milling Co. This will give them production of about 35,000 tons per year and a storage capacity of about 10,000 tons.

MILWAUKEE, WIS.—The Parry Products Co. plant now under construction will when completed have a daily production of 200 tons of "Shur-Gain" feeds for horses, hogs and chickens. Storage space will be provided for 4,000 tons of feed. Equipment will include: Richardson Automatic Bagging, and Sacking Scales, Monarch Attrition Mills and cake breakers and four batteries of feeders. The three railroads serving this plant will provide excellent transportation facilities.

THREE SUCCESSIVE YEARS of drouth have so depleted western grazing lands and national forests that it will be impossible to run the usual number of cattle and sheep in the forests this summer, according to a recent report of F. G. Clark, supervisor of the Deer Lodge national forest. Many new requests for grazing permits this season have had to be refused and restriction on the number of cattle and sheep have been made on the permits held by ranchers during preceding seasons. Cattle and sheepmen have been counting on the forest grazing lands to help them combat the high price of feed. At this season they are out of feedstuffs, and hay at \$42 a ton is an impossibility for many of them. Ranchmen have paid more to feed their cattle this winter than they can get for them on the market now, in many cases. The heavy snow of the past winter should prove beneficial to the grazing lands, but rains are needed. Unless there are good rains this season, it will take years for the forest grazing lands to return to normal.

Adulteration and Misbranding.

Under the Food and Drugs Act the following judgments have been rendered recently in the U. S. District Courts for the Bureau of Chemistry, U. S. Dept. of Agriculture:

The Marsh Commission Co., Pine Bluff, Ark., was charged with and found guilty of adulteration and misbranding of feed and dairy feed, labeled in part "Marco Feed" and "Marco Dairy Feed." Adulteration of the feed was alleged on the ground that cottonseed hulls had been mixed and packed with the article and substituted in part for a product composed of alfalfa meal, molasses, cracked corn, and oats, which the article purported to be. Adulteration of the dairy feed was alleged for the reason that cottonseed hulls and peanut hulls had been packed and mixed with the article that purported to be alfalfa meal, molasses, and hominy feed meal. The defendant company entered a plea of guilty and the court imposed a fine of \$50 and costs.

Clarence L. Montgomery, trading as C. L. Montgomery & Co., Memphis, Tenn., was charged with and found guilty of adulteration and misbranding of cottonseed meal. Adulteration was charged on the ground that cottonseed meal, 36.75 per cent protein, had been substituted in whole or in part for 38.62 per cent protein cottonseed meal. Misbranding was alleged for the reason that the article was food in package form, and the quantity of the contents was not plainly and conspicuously marked on the outside of the package. The defendant entered a plea of guilty to the information and the court imposed a fine of \$100 and costs.

The Bozeman Milling Co., Bozeman, Mont., charged with adulteration and misbranding of oat middlings, admitted the charge. The Court ordered the product to be released to the Bozeman Milling Co., claimant, upon payment of the costs of proceedings and execution of a \$700 bond, on condition that the article should be relabeled.

Air-Tight Storage as a Means of Preventing Heating in Wheat.

Reports of the Grain Pests Commission, Royal Society, London, given out by A. Dendy, make a study of air-tight storage as a preventive measure against stored-grain insects. In the category of air-tight storage would be mentioned concrete bins, which are air-tight as to walls.

The reports also state the effect of the treatment upon the grain itself with particular reference to heating. It is stated that heating did not occur in wheat stored in hermetically sealed vessels under the conditions of the experiment, and that rotting and the growth of molds were also checked in the presence of an excess of moisture. Damp wheat stored in sealed flasks became distinctly acid, but it is deemed improbable that any serious acidity would develop in reasonably dry wheat under the same conditions. The method is believed to permit of the storage of grain at a higher moisture content than usual, altho the limit of safety as regards the moisture content of wheat intended for prolonged storage in air-tight silos has not yet been determined.

Two maxima, separated by considerable intervals of time, in the temperature curves of heating wheat, appeared. The report makes the possible explanation that two distinct processes of fermentation are involved, the first being due to enzymes within the grain, and the second to microbic fermentation resulting in the rotting of the wheat.

Rediscounting on Second Inspection.

Ewart Grain Co., of Lincoln, Neb., plaintiff, v. Wells, Abbott, Nieman Co., Schuyler, Neb., defendant, before Arbitration Com'te No. 1 of the Grain Dealers National Ass'n, composed of C. D. Sturtevant, Geo. P. Bissell and J. R. Murrell, Jr.

In this case plaintiff seeks to collect discounts based upon reinspection or second inspection at their elevator in Lincoln upon four cars of corn sold by defendant basis Lincoln federal inspection.

In each case cars arrived at Lincoln and were graded and applied on contract basis original inspection. The four cars were ordered to plaintiff's elevator and arrived there in a heating condition. Plaintiff called second inspection and discounts, based on this second inspection, were assessed upon an agreed basis.

The question for us to decide is whether plaintiff is entitled to these agreed discounts, or whether defendant's liability ceased when the cars arrived at Lincoln and were inspected and applied on contract.

Plaintiff bases his claim upon rules of Omaha Grain Exchange and Kansas City Board of Trade. In Omaha the buyer has the right to call re-inspection within five days from date of original inspection and assess discount based thereon. In Kansas City the seller guarantees the grade of his grain until arrival at the elevator.

In our opinion rules of various exchanges, which permit second inspection and discount based thereon, are not an expression of general trade customs and are applicable only at the markets which carry them in their rules. Shippers to those markets are familiar with these rules and sales or consignments are made with them in view. It would be manifestly unfair to allow a buyer in Lincoln to assess discounts based upon Omaha or Kansas City rules, when such rules were not a part of the contract nor in contemplation at the time of sale.

Rule No. 38—"Condition Guaranteed Upon Arrival" provides:

"Where the grain is sold with condition or grade guaranteed at destination it shall be the duty of the buyer to ascertain by inspection or otherwise the condition of grade of the grain within 48 hours after arrival at destination. In case the buyer fails to ascertain the grade of condition, as provided above, he shall waive all rights under the guaranty of the contract."

We believe the spirit of the rule should be applied in this case and that in the absence of specific market rules or agreement to the contrary, seller's liability ceases upon arrival of the car, delivery of the B/L and inspection at contract destination.

In one instance B/L was not received until two days after inspection, but in our opinion this delay was not sufficient to alter our finding.

We find for defendant and direct that plaintiff pay the costs of these proceedings.

Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, improvements, fires and accidents are welcome. Let us hear from you.

ARKANSAS

De Witt, Ark.—We are building a 200,000-bu. rice elvtr. in connection with a new 18,000-bbl. mill. Both are under construction and machinery has been bot.—Smith Rice Mill Co.

Little Rock, Ark.—The Joe Daniels Mill & Elvtr. Co. has completed its new plant and placed it in operation. The H. K. Cochrane Co. has also built an additional storage to its plant.

CALIFORNIA

Los Angeles, Calif.—E. J. Eisenmayer, vice-pres. of the Globe Grain & Milling Co., is dead. He was killed in an automobile accident.

San Jose, Calif.—The Hunt Bros., cannery and packers, have bot the plant of the Salinas Valley Grain & Produce Co., J. E. Bean, prop.

CANADA

Roxton Falls, Que.—F. X. Racine & Sons, grain dealers, have dissolved.—B.

Spencerville, Ont.—J. F. Barnard & Sons are erecting an elevator and warehouse.—B.

Brandon, Man.—Vivian & Windle, Ltd., grain merchants, have been incorporated for \$250,000.—B.

Elphinstone, Man.—The contract has been let for an elevator for the Ruthenian Elvtr. Co., of Winnipeg.—B.

Saskatoon, Sask.—Work has been commenced on an elevator for the Quaker Oats Co. to cost \$500,000.—B.

Winnipeg, Man.—H. C. Wold, Winnipeg, Man., has transferred his membership to L. K. Sta-beck and H. M. McBean his (2nd membership) to F. K. Black.

Gadsby, Alta.—The Farmers Elvtr. Co. has let contract for a 35,000-bu. elvtr. annex, to Voss Bros. It will be equipped with standard machinery.

Rimby, Alta.—The Alberta Pacific Elvtr. Co. has let contract for a 35,000-bu. modern elvtr. fully equipped with the latest machinery. Voss Bros. have the contract.

Stettler, Alta.—Parrish & Heimbecker have let contract for a 30,000-bu. standard elvtr. with feed annex and coal shed to Voss Bros. Motor power will be installed.

Montreal, Que.—In the fire in the Molson's Brewery building, some of the grain firms that suffered loss were: D. W. Raphael Mile End Milling Co. and the Peerless Cereal Co.—B.

Ottawa, Ont.—Thomas Foster, M. P., asked in the house if the Government intended to build an elvtr. in Toronto or grant a bonus for the purpose. The reply of the acting Prime Minister did not hold out much hope in this regard.—B.

Strathcona, Alta.—The plant of the Western Canada Flour Mills is now being rebuilt. The new elvtr. will have a capacity of 70,000 bus. and will be equipped with 3 stands of legs, power shovels, car pullers, cleaning machinery, scales and grinders, and will be connected by belt conveyor to concrete storage tanks having 100,000-bu. capacity. This plant was designed by F. W. McDougall Construction Co. which also has the contract for the building.

COLORADO

Denver, Colo.—Ed. Past is our mgr.—Ed Past Grain Co.

Boulder, Colo.—I sold my grain business to T. E. Hubble about a year ago.—C. E. Coulehan.

Berthoud, Colo.—The Lovejoy Elvtr. Co. is improving its plant, including the installation of a dust collector.

Akron, Colo.—O. P. Ellis, former mgr. of the Farmers Milling & Mercantile Co-op. Ass'n, has moved to Sidney, Neb.

Walsenberg, Colo.—I am engaged in the grain business here on my own account and run it alone.—Andrew Argilitti.

Fort Morgan, Colo.—The Farmers Platte Valley Mill & Elvtr. Co. has let contract to J. C. Burrell Co. for a milling elvtr.

Fort Collins, Colo.—The Colorado Mill & Elvtr. Co. has let contract to the Burrell Engineering & Constr. Co., for a 70,000-bu. elvtr.

Akron, Colo.—J. J. Metts of Nappanee, Neb., has succeeded Fred P. Fassler as mgr. of the Washington County Farmers Union Co-op. Co. here. Mr. Fassler has bot an interest in the Fassler Machine Shop.

Holyoke, Colo.—I am now mgr. for the Equity Merc. Co. here. Our company will probably change to the Union Ass'n and then we will build a new elvtr. I was formerly with the Acme Mill & Elvtr. Co. at Friend, Neb.—R. W. Stepanek.

Iliff, Colo.—The Farmers Co-op. Elvtr. Co., recently organized here, has bot the elvtr. owned by the O. M. Kellogg Grain Co. and also the Goslee Warehouse. The elvtr. will be remodeled and enlarged, and put in readiness to take care of the wheat and other grain crops this season.

Peetz, Colo.—The Peetz Grain Co., of the Lowe-Whitlock interests, will build a new elvtr. on the site of the present plant. The present building will be razed, and be replaced by a strictly up-to-date elvtr. It is hoped that the structure will be completed in time to handle this season's business. It is probable that the elvtr. will be of concrete.

Haxtun, Colo.—Theodore Beckman will be the new mgr. of the elvtr. here owned by the Longmont Farmers Milling & Elvtr. Co., succeeding his brother, Paul Beckman, who has resigned to give his entire attention to his farming interests. The new mgr. has been in charge of the elvtr. at Dailey, during the ownership of the concern by the Plains Milling & Mercantile Co., and also since the taking over of the elvtr. by the Longmont firm.

IDAHO

Haines, Ida.—The Tri-State Terminal Co. has secured a site and will put up a 45,000-bu. elvtr. to cost \$30,000.

Moscow, Ida.—Mark P. Miller has let contract to Alloway & Georg for a concrete storage and warehouse plant.

Pocatello, Ida.—The Pocatello Milling & Elvtr. Co. has completed its plant which is now in operation. I. B. Lambing is mgr.

ILLINOIS

Nashville, Ill.—We will install a new battery of boilers—Huegely Mfg. Co.

Fairland, Ill.—The Farmers Elvtr. Co. is making every effort to complete its elvtr.

Union (Lincoln p. o.), Ill.—John F. Zimmer is mgr. of the Farmers Grain & Lumber Co.

Macon, Ill.—I purchased the elvtr. of Livergood & Sackett, Apr. 17.—Clarence O. Miller.

Sycamore, Ill.—My home is now in Chicago.—Wm. F. Murphy, who recently sold his elvtr. here.

Rochelle, Ill.—I expect to put in some new machinery in my elvtr. very soon.—Howard Cooper.

Galva, Ill.—We will install a truck dump as soon as possible.—Hefebower & Peterson Grain Co.

Hamel (Worden, p. o.)—Wm. A. Ohm is our mgr. now.—Hamel Co-op. Grain Co. R. R. 1, Box 17.

Rock Island, Ill.—A. G. Cochrane, formerly office mgr. for E. W. Wagner & Co. at Spencer, Ia., has been promoted to this office and is mgr. here.

Van Orin, Ill.—The Farmers Co-op. Co. has almost completed its new elvtr. of 20,000 bus. capacity.

Capron, Ill.—Mulligan Bros. are thinking of installing some new machinery.—Ralston Bros., Caledonia.

Mt. Sterling, Ill.—The Farmers Elvtr. Co. has been organized and will be incorporated in a few days.

Reynolds, Ill.—We are just starting into business here.—Thos. Doherty, mgr., Farmers Co-op. Elvtr. Co.

Flanagan, Ill.—Mr. Post bot the oat granary of the Farmers Grain & Coal Co., sold at public auction for \$400.

Spencer (R. F. D. 5, Joliet), Ill.—We are planning to install coal conveying machinery.—New Lennox Grain Co.

Arenzville, Ill.—The Sinclair-Savage Grain Co. has let contract for a 30,000-bu. elvtr. to G. W. Quick & Son.

Danvers, Ill.—We will install a 15-h.p. Westinghouse motor in a few days.—Wm. Zierfuss, mgr. Farmers Elvtr. Co.

Palmyra, Ill.—The Duncan Grain Co. has let contract for a 21,000-bu. elvtr. to the Burrell Engineering & Constr. Co.

Lisbon Center (Millington p. o.), Ill.—Jeter & Boston have sold their elvtr. here to the Farmers Co-op. Grain & Supply Co.

Cadwell, Ill.—John Craig has bot the interest of T. G. Wells, in Craig & Wells, and the elvtrs. will be operated by Craig Bros.

Tomlinson, Ill.—A. M. Winter, mgr. for Frank Supple, at Rumpier (Ogden p. o.), is now mgr. of the Farmers Elvtr. Co., here.

Peoria, Ill.—I have succeeded A. C. Fernandes, as mgr. at this office Apr. 1.—J. Benson, mgr. Fernandes Grain Co., Inc.

Harvard, Ill.—We are installing a Boss Air Blast Car Loader, another elvtr. leg and other improvements.—D. Hereley & Sons.

Industry, Ill.—The Farmers Elvtr. Co. has been organized and will soon be ready for business.—A. C. Parks, Good Hope, Ill.

Millbrook, Ill.—The Farmers Elvtr. Co. has installed a gas engine and will install a combination dump. A. J. White is mgr.

Oglesby, Ill.—The Farmers Co-op. Grain & Supply Co., of Cedar Point, will install a loading station on the Ill. Cent. R. R. here.

Beardstown, Ill.—The Schultz, Baujan Co. has let contract for a 64,000-bu. tank elvtr. G. W. Quick & Son have the contract.

Casey, Ill.—Chas. B. Appleby, in the grain and coal business here for many years, died recently of heart disease at the age of 60.

Wyandot, Ill.—The recently organized Farmers Grain & Co-op. Co., has let contract to G. W. Quick & Son for a 50,000-bu. elvtr.

Catlin, Ill.—H. F. Rendot of Dana is the new mgr. of the Catlin Farmers Elvtr. Co. Formerly, Mr. Rendot was mgr. of the Dana Grain Co.

Oakwood, Ill.—The Farmers Co-operative Grain Co. has discontinued the use of its gasoline engines and has installed electric power.

Belleville, Ill.—J. L. Patin, of Red River, Neb., is now mgr. for the new Farmers Co-operative Co. which will open its elvtr. May 10.

Edwardsville, Ill.—The old elvtr. operated for many years by E. J. Jeffress, has been sold to farmers for old lumber and will be torn down at once.

Mt. Sterling, Ill.—W. L. Hogan has bot the half interest of John L. McPhail in McPhail & Co. and with C. R. Lewis will continue the business.

Lindenwood, Ill.—Guy Hazelton is the new mgr. of the Farmers Co-op. Exchange Elvtr. recently purchased from the Holcomb-Dutton Lumber Co.

Stonington, Ill.—The new warehouse of Young Bros. is 60 ft. from the elvtr. and is of hollow tile. It will be 40x14x10 ft. and will have a concrete floor.

Clarksdale, Ill.—Work has started on the elvtr. of the Farmers Grain Co. and it is hoped to have it completed in time to handle new wheat in July.

Peoria, Ill.—On May 1, J. A. McCreery & Son sold a car of No. 3 oats at \$1.10, the highest price ever paid for oats at this market. On May 5 they broke their own record by selling another car for \$1.15, the latter being No. 3 white oats.

Galesburg, Ill.—The 45,000-bu. elvtr. of the Farmers Elvtr. Co. is about completed. It is up-to-date in every way. G. W. Quick & Son had the contract.

Good Hope, Ill.—I sold my elvtr. here to S. S. Groves, of Quincy, and gave him possession May 1. I am now in the coal business at Maccomb.—A. C. Parks.

Roselle, Ill.—The Farmers Co-operative Elvtr. Co., incorporated with a capital stock of \$40,000 and will either build or rent an elvtr. Walter Nerge is sec'y-treas.

Arthur, Ill.—John Troy has bot the grain and feed business of A. L. Fulfer, who will be the new mgr. of Dr. Phillips' elvtr., succeeding C. Hamilton, who resigned.

Hamel (Worden p. o.), Ill.—We have bot the elvtr. of Geo. Cassens for \$10,000 and have been in possession since May 1.—J. F. Renken, sec'y Hamel Co-op. Grain Co.

Yuton (Bloomington p. o.), Ill.—The Yuton Grain Co. is planning to build a feed house, 20 by 30 feet, as an addition to the one it already has. Henry Samples is mgr.

Ashmore, Ill.—A. J. Dailey, who at one time was in the grain business for himself here, is now mgr. for the Farmers Elvtr. Co. that recently bot the elvtr. of Chas. R. Mitchell.

Peters, Ill.—The Progressive Co-op. Grain & Feed Co. opened bids May 3 for the building of a reinforced concrete elvtr., office and warehouse complete with machinery and equipment.

Cooksville, Ill.—The new elvtr. of the Cooksville Grain Co. will be completed May 15. It has 60,000 bus. capacity and is of tank form with 9 tanks, each 105 ft. high. It replaces the house burned Sept. 2, 1919.

Rochester, Ill.—The Berry & Breckenridge Farmers Elvtr. is now under cover and machinery is on the ground. Will be ready to receive grain June 15th if motors arrive. It is being built by Ballinger & McAllister.

Augusta, Ill.—The Farmers Co-op. Co. has let contract to Geo. W. Quick & Son, for a 35,000-bu. elvtr. The excavation has been completed and house will be done in time for new crop. A new warehouse will be built next year.

Aroma Park, Ill.—The elvtr. we bot from the Waldron Grain Co. last year will be thoroughly overhauled this spring. We will modernize the machinery, strengthen the bins and rebuild the office.—Paul Thielen, mgr., Kankakee Farmers Grain Co., Kankakee.

Clinton, Ill.—The DeWitt County Co-op. Grain Co., Inc., has bot both of the elvtrs. here. One belonged to A. A. DeLong and the other to Cline & Woods. We will make no changes except the necessary repairs. C. L. Smith, Olney, Ill., is mgr.—C. A. Nebel, sec'y.

Highland, Ill.—We are changing from steam to electric power, and have let contracts for the motors. We are also doubling our mixing facilities for making self rising flour. In addition we are installing a track scale for weighing wheat which will eliminate hopper scale which is too small for our use. All wheat will be weighed twice, first over our track scale and then over a Richardson Automatic, insuring accurate weights. A large steel shed will be built above the scale to keep it dry.—Highland Milling Co.

CAIRO LETTER.

Lester R. Rich has been admitted to membership in the Board of Trade.

The offices of the Magee-Lynch Co. will be moved to the Board of Trade at an early date.

James E. Bennett & Co. moved to extensive offices on the 4th floor of the Board of Trade Building May 1.

The Cairo Grain Commission Co. has opened offices in the Cairo Board of Trade Building. The personnel of this company includes members of the Hayward Rich Grain Co., of Indianapolis, the Frank-Jones Grain Co., of Ridge Farm, Ill., and the Elvis-Weathers Grain Co., of Newman, Ill. These firms have been well and favorably known to the trade for a number of years. The completion of the Board of Trade, and opening of the Grain Exchange floor, together with recent adoption by the Board of Trade of uniform rules, having fixed a minimum charge in the handling of consignments, makes a place for a strictly commission company. The office will be under the personal management of L. H. Rich. H. V. Lind, who for a number of years has been connected with the Illinois Central Ry., will act as traffic manager.—Cairo Grain Commission Co.

CHICAGO NOTES.

W. G. Press & Co. have moved to the Webster Bldg.

The Hales & Hunter Co. has succeeded the Hales & Edwards Co.

Ware & Leland are now in new offices in the new Pennsylvania Building.

J. E. Carney, formerly with Slaughter & Co., is now connected with Bartlett Frazier & Co.

Paul Picard is now associated with E. F. Leland Co. He was formerly with Logan & Bryan.

Our general offices have been moved to the 7th floor of the Webster Bldg.—M. L. Vehon & Co.

J. H. Dole & Co. have new quarters in the Webster Bldg., occupying 4 offices on the 3d floor.

Harry F. Todd of Simons, Day & Co., returned Sat. May 8, from a month's vacation thruout the west.

Thomson & McKinnon Co. now occupy practically the whole 3d floor of the Rookery, having enlarged their offices.

A membership in the Board of Trade changed hands recently for \$11,000 which is only \$250 less than the high water mark.

The rate of interest on advances on the Board of Trade for the month of May has been fixed at 7% by the finance com'te.

Hitch & Carder, commission merchants and members of the Board of Trade, have moved their offices to the Webster Bldg.

The United States Grain Corporation has moved its offices to the Adams Express Bldg.—Howard B. Jackson, 2d vice-pres.

Edw. A. Graff, pres. of the Columbia Malting Co., died at his home, May 5, after a lingering illness. He was one of the oldest members of the Board of Trade and was well known in grain circles. The company has just moved its office to the 6th floor of the Traders Bldg.

New members of the Board of Trade are: Daniel S. Stone; Royal W. Bell; Frank E. Webb; John H. Karstens; Leon Moyses and Clarence Cole. The following memberships have been transferred: Geo. Ferguson; Fred G. Bell; Gerald F. Earle; N. J. Weil; John P. Bickell and Chas. Beuall, Jr.

The directors of the Board of Trade have reinstated John D. Herklotz, a member of the exchange who was held incommunicado in Germany during the war, and who has been held by the U. S. government to have been wrongfully deprived of his properties under the enemy alien act and to be entitled to his American rights and passports.

The Board of Trade Post of the American Legion held its regular meeting in the smoking room of the Board of Trade on Thursday, April 29. Since the drive for new members has begun a booth has been installed on the main floor of the Board of Trade Building. As a result an average of five new members a day has been secured for the post, most of whom are with Board of Trade firms.

The directors of the Board of Trade, in session May 4, declared the \$11,000 membership of Eugene M. Hoyne, of E. M. Hoyne & Co. that is in the hands of a receiver, forfeited. Charges against him were that he had made misrepresentations as to his standing at the time he joined the board in December, 1918. The trial of Eugene H. de Bronkart, a partner of Hoyne, and Henry D. Sturtevant, who were Hoyne's sponsors, was postponed one week, as they were not ready for trial. The action of the board had nothing to do with the recent failure of the Hoyne house. P. R. O'Brien's case was set for May 18.

We announce the removal of our office to the Western Union Building, W. Jackson Boulevard. While our new offices are much more convenient, being directly opposite the Board of Trade, we regret very much leaving our old quarters in the Royal Insurance Building, where the writer spent the greater part of his life, having started as office boy in the grain business in that building on July 19, 1897. But as the Federal Reserve Bank desires the location for their new bank building the old as well as new tenants were obliged to seek other quarters. We are at home to our friends at our new address, and welcome them all to visit us when in Chicago.—J. E. Brennan, John E. Brennan & Co.

INDIANA

Fowlerton, Ind.—We have discontinued the handling of grain.—Fowlerton Trading Ass'n.

West Lebanon, Ind.—Sam Erskine has resigned as mgr. for the West Lebanon Grain Co.

Star City, Ind.—Jordon & Phillips have let contract for a large additional storage annex to G. H. Craig.

Fowlerton, Ind.—The Farmers Elvtr. & Feed Co. is organizing and expects to build or buy an elvtr.—Oscar A. Vinson.

Richmond, Ind.—Farmers National Grain Ass'n incorporated by Edwin C. Price, Albert C. Hensley, and Frank Toney.

Sheff (Raub p. o.), Ind.—We will build a small elvtr. here. Haven't quite decided just what kind.—Farmers Elvtr. Co., Earl Park.

Logansport, Ind.—The Logansport Elvtr. Co. is installing a new auto dump, cleaner and feed grinder. G. H. Craig has the contract.

Liberty Center, Ind.—Oscar Way, formerly mgr. of the Farmers Co-op. Elvtr. Co., Tocsin, is now mgr. for the Farmers Grain Co. here.

Walkerton, Ind.—B. I. Holser & Co. will build a mill and elvtr. at Twin Siding, on the south side of town. Geo. H. Craig has the contract.

Herr (Clearmont p. o.), Ind.—The Herr Grain & Supply Co. incorporated for \$60,000. The company will build or buy an elvtr. as soon as possible.

Dunn (Fowler p. o.), Ind.—The elvtr. of the Dunnington Grain Co. was damaged considerably in the recent cyclone, April 29. Fred Brau is mgr.

Knox, Ind.—The Farmers Elvtr. Co. has been incorporated for \$50,000, and will immediately start negotiating with Mr. Wells for the purchase of his elvtr.

Warsaw, Ind.—The Smith Milling Co. has sold its plant to Frank P. Witt of Fort Wayne and George W. Wilson of Hicksville, O., and has given possession.

Goodland, Ind.—W. E. Rich of Indianapolis has sold his interests in the west elvtr. here, known as the Rich Grain Co., to W. G. Beal, the present mgr. of the grain business.

Huntingsburg, Ind.—Work on the concrete elvtr. and brick warehouse for the Wallace Mfg. Co. here was started May 1. by Ballinger & McAllister, who have the contract.

Shideler, Ind.—The foundation for the elvtr. of the Shideler Co-op. Grain Co. has been completed and sliding form work will begin at once. Ballinger & McAllister have the contract.

Woodville, Ind.—The elvtrs. of J. T. Higgins at this point and at Burrows have been sold to James C. Smock who with his son has been interested in the Whiteman Bros. Elvtr. Delphi.

Remington, Ind.—Please address me here as I have moved.—Roy J. Wilkinson, Wilkinson & Evans, succeeding W. W. Evans & Son. (Mr. Wilkinson recently sold his elvtr. at Frankfort.)

Milton, Ind.—W. J. Anderson & Son have sold out to Cain, Snyder & Stone of Connersville. The sale includes grain elvtrs. at this place, Beeson Station, and Bentonville. May 17 is the date on which possession will be given.

Whitesville (R. F. D. 2, Crawfordsville), Ind.—Newton Busenbark never bot my elvtr. as has been frequently reported and I still own and operate it. It is the only elvtr. here and Mr. Busenbark is in no way connected with it.—John Weeks.

Clifford, Ind.—The Clifford Grain Co., recently organized, will incorporate with a capital stock of \$20,000, and will buy the Newson Bros. grain elvtr. here. Officers of the organization are: pres., Perry King; vice-pres., Will Armuth; sec'y-treas., Aaron C. Newton.

Carlisle, Ind.—J. C. Fairhurst has sold the Carlisle Grain Co. Elvtr. at this place to Harry D. White and Owen Wilkinson. Mr. White formerly owned and operated the Star Roller Mills here, which were destroyed by fire in January. The new firm, to be known as White & Wilkinson, will begin to enlarge the elvtr. at once and to install flour mill machinery.

Rensselaer, Ind.—The labor situation is such that we have to keep our summer force during the entire year in order to hold them. At the present time in order to keep them busy we are re-ironing our elevators. We expect to finish construction of our new elvtr. at Virgle, within 30 days, and to begin construction within a short time of elevators at Moody and Kniman.—W. C. Babcock Grain Co., successors to Babcock & Hopkins.

Darlington, Ind.—Chas. Gery and myself have purchased the entire stock in the Farmers Grain & Seed Co. here. The firm name will continue the same under the management of Mr. Gery. The corporation covers the business at Darlington, Bowers & Garfield as before. We are making some minor repairs at Bowers and at Darlington, we are building additional room and installing a complete outfit for feed grinding to be driven by a 75 h. p. motor.—J. A. McComas, Indianapolis.

Kentland, Ind.—Warren T. McCray has been chosen republican nominee for governor of the state. He won over his two opponents by a large majority, polling 36,958 votes. Mr. McCray has the support of the grain men all over the state as he has in the past been most active in the grain business. He was one of the first presidents of the Grain Dealers National Ass'n and did much to bring it to its present high standing. He retired from active business a little less than a year ago when he sold his interest in the McCray Grain Co.

INDIANAPOLIS LETTER.

The Goldberg Grain Co. has moved to rooms in the Board of Trade, formerly occupied by B. B. Minor & Son.

On May 10 I shall move my office from Frankfort to this city. My office will be in the Odd Fellows Bldg.—Milton Crowe, reppg. Early & Daniel Co., Cincinnati, O.

We are indebted to the Urmston Grain Co. for an excellent photograph of the Big Four Elvtr., neatly framed in glass for the office wall, but unfortunately the Post Office, with its usual celerity, jumped on it.

The Steinhart Grain Co. has announced that Jesse Summers, for many years identified with the grain trade, and recently with Adolph Kempner & Co., Chicago, will travel Eastern Illinois and Indiana for it.

A two weeks tour of Indiana to educate country grain men and farmers to the method of grading grain will be conducted by Agricultural Extension Dept. of Purdue University in conjunction with the Indianapolis Grain Supervision office, and Sec'y Riley of the Indiana Grain Dealers Ass'n. These meetings will be open to all parties interested in growing or handling grain. The tour will commence May 24.

IOWA

Percival, Ia.—The Farmers Elvtr. Co. will build an elvtr. here.

Mineola, Ia.—I am installing a 10-ton truck in my elvtr.—H. F. Kruse.

Whiteman, Ia.—The Moore Grain Co. of Belmond is building an elvtr. here.

Stuart, Ia.—N. Wildman is planning to remodel his elvtr. at this place.

Shenandoah, Ia.—Howard Foster is now mgr. for the Farmers Elvtr. Co.

Udell, Ia.—I expect to enter the grain and seed business soon.—F. T. Bennett.

Elliott, Ia.—Carson & Ploghoff have bot the elvtr. and coal business of Chas. Redman.

Allison, Ia.—M. O'Neill, of Cedar Rapids, has bot the elvtr. of the Hill & Potter Grain Co.

Ledyard, Ia.—Farmers Elvtr. Co. incorporated by P. C. Jergenson as pres. and Geo. Moulton as sec'y.

Sioux City, Ia.—Simons, Day & Co. have posted their Board of Trade membership for transfer.

Barnum, Ia.—The elvtr. of the Farmers Grain Co. has been remodeled and is ready for business again.

Livermore, Ia.—R. O. Slack, of Hardy, has succeeded C. O. Hoff as mgr. of the Farmers Elvtr. Co. here.

Fernald, Ia.—The Clark Brown Grain Co. is building a large storage annex to its elvtr.—Dunkelbarger & Newton.

Seaton, Ia.—The Farmers Grain Co. has installed a new 10 ton scale and made general improvements in its elvtr.

Osage, Ia.—The Osage Grain & Supply Co. is now in possession of the elvtr. of the Merchants Elvtr. Co. and is operating it.

Gaza, Ia.—E. C. Propp, formerly mgr. of the Farmers Elvtr. at Sutherland, has bot and will operate an independent house here.

Riverton, Ia.—The Farmers Elvtr. Co. has been organized and has bot the elvtr. of Stubbs & Son, possession to be given June 1.

Albia, Ia.—The Wilkins Grain Co. is installing a warehouse and machinery to load grain from wagons to cars.—Moses Edwards & Sons.

Plumb Creek (Algona p. o.), Ia.—We are building a new rat proof flour house.—F. J. Thompson, mgr. Plumb Creek Farmers Elvtr. Co.

Thompson, Ia.—John Dittner has succeeded H. N. Timmons as mgr. for the Farmers Co-op. Co. Mr. Timmons has returned to Briceyn, Minn.

Lake View, Ia.—E. C. Sherwood of Wall Lake has succeeded Walter Hynes as mgr. of the Farmers Union Grain Co. Mr. Hynes recently resigned.

Polk City, Ia.—The Farmers Grain Co. has bot the elvtr. of the Central Iowa Grain Co.—W. Crum, formerly mgr. of the Central Iowa Grain Co.

Rock Rapids, Ia.—The Farmers Elvtr. Co. is planning to build a 37,000-bu. elvtr. in time for the next crop. It will lease a site on the I. C. Ry.

Diller, Ia.—George Legget has resigned his position with the Diller Farmers Grain Co. and will resume farming. Oliver Furrow succeeds him at the elvtr.

Fort Dodge, Ia.—C. A. Bulpitt and Frank O'Hearn have formed the O'Hearn-Bulpitt Grain Co. with headquarters here and an office in Milwaukee.

Marcus, Ia.—We are planning on building an oats storage elvtr. of concrete, with conveyors from and to our large wooden elvtr.—The Edmonds-Londergan Co.

Roelyn (Moreland p. o.), Ia.—The Farmers Elvtr. Co. has increased its capital stock from \$5,000 to \$50,000 and will operate in future as the Farmers Co-op. Co.

Earlville, Ia.—We may install another ear corn crusher in our elvtr. this spring and we have just completed putting on a new roof.—H. H. Pitcher, H. J. Pitcher & Son.

Webster City, Ia.—The Farmers Grain Co. has bot the coal business of Peter Schomer and will operate it in connection with its new elvtr. which is rapidly nearing completion.

Ridott, Ia.—Our plant should have a new roof, a covering of galvanized iron and new lights. We are now installing an attrition mill, having just recently secured electrical power.—H. A. Hillmer Co., Freeport.

Le Grand, Ia.—The Le Grand Elvtr. Co. has been incorporated for \$15,000. Henry Miller, who bot the local elvtr. in January, is pres., H. W. Flinniken, of Olin, vice-pres., and Warren Shrock, sec'y-treas.

Davenport, Ia.—The Purity Oats Co.'s new reinforced concrete elvtr. will have 14 large bins which with the interstice bins will give storage room for 235,000 bus. The work is being done by the Spencer Contr. Co.

Pomeroy, Ia.—My new elvtr. has been enclosed and it looks as tho I could begin to operate it in not less than 30 days. It is of cribbed construction and the Younglove Constr. Co. has the contract.—Malcolm Peterson.

DeWitt, Ia.—The Equity Exchange has been incorporated for \$20,000. Work on the new 12,000-bu. elvtr. will be started at once. A warehouse will also be built and it is hoped to have all the work done by July 1.

Webb, Ia.—The Wilson Grain Co., of Spencer, has bot the elvtr. and coal business of Davis & Grieve and will take possession July 1. E. A. Howe, mgr. for the old owners, will continue in a like capacity for the new ones.

Spencer, Ia.—Leland R. Jessen has succeeded A. G. Cochrane as mgr. of the office of E. W. Wagner & Co. at this point. He was formerly wire operator in the office. Mr. Cochrane goes to the office of the company at Rock Island, Ill. "Kid" Hollister is wire operator at the Spencer office at present.

Creston, Ia.—The Farmers Co-op. Co. has bot the elvtr. of A. F. Girard and the two lots on which it stands. This elvtr. has a capacity of about 12,000 bus. and the company will soon begin to build a large warehouse and office. The former elvtr. of the company burned some time ago.

Leighton, Ia.—The Farmers Co-operative Exchange bought the grain, live stock, feed and fuel business of Synhorst & Son at this place. The company incorporated for \$25,000 and expects to make additions and changes as needed.—Lacey F. Rickey, mgr., Farmers Co-op. Exchange.

Story, Ia.—We have purchased a Trapp Truck and Wagon Dump and a 10-ton truck scale. We are going to repair our elvtr. this summer and put in new spouts and also install the truck scale and dumping system.—Ristvedt & Smith.

Corwith, Ia.—The Farmers Grain Co. has let a contract for moving the old 12,000-bu. elvtr. up to and connecting it with the new elvtr. A concrete foundation will be built under it and also a concrete approach and foundation for the driveway.

Maxwell, Ia.—Fred O. Ray, of Marshalltown, and the King-Wilder Grain Co., of Cedar Rapids, have bot the elvtr. of the Farmers Grain Co. and will operate it as the Ray Grain Co. Mr. Ray is mgr. The Farmers Grain Co. will probably be dissolved.

Cedar Rapids, Ia.—The interests of Wm. H. and Chas. R. Mathews in the Gifford-Matthews Co. have been bot by L. W. Gifford of the Gifford Grain Co., which succeeds the former company. We have been operating for the last month.—Gifford Grain Co.

Akron, Ia.—The Farmers Grain Co. bot the elvtr. of the Adams Grain Co. some time ago and V. G. Adams is out of business. The elvtr. is operated as an annex to the main elvtr. Mr. Adams is now with C. J. Milligan Co. at Sioux City, Ia.—Farmers Grain Co.

Audubon, Ia.—The recently organized Audubon Co-op. Exchange has bot the elvtr. of the Updike Grain Co., also the coal sheds of the company. The latter company will give possession as soon as the 50,000 bus. of oats and the 6,000 bus. of corn now in the elvtr. are shipped out.

Lanesboro, Ia.—I have bot the elvtr. of L. H. Mighell here and will operate it as the Independent Elvtr. Co. I will be mgr. but at the same time will manage the elvtr. of the Farmers Elvtr. Co. Jas De Boer will be my assistant mgr. and my wife will be bookkeeper at both elvtrs.—R. A. Maarsingh.

Raymond, Ia.—We have disposed of the grain, lumber, coal and live stock end of our business to the recently organized Farmers Co-operative Mercantile Co., a corporation capitalized for \$25,000, with the following officers: P. S. Farrell, pres.; Mathews Berend, sec'y, and H. L. Kelly, mgr.—P. J. O'Connor of P. J. O'Connor & Sons.

Ringsted, Ia.—The elvtr. at this station of Geo. Livermore, of Fairmont, has been sold to the Farmers Elvtr. Co. The latter company had intended to build a new elvtr. but bot Mr. Livermore's when he offered it. New machinery, consisting of scales, truck dumps, motors, etc., will be installed. Geo. McAdams was mgr. for Mr. Livermore.

Sioux City, Ia.—The Fred C. Mariner Co., C. J. Lever, receiver, and Fred. Mariner are defendants in a suit brot by W. J. McMahon and F. L. McMahon, of Merrill, Ia., for an injunction to restrain the National Bank of Commerce from negotiating a note for \$3,500 given for stock in the Mariner Elvtr. Co., alleging the money subscribed for the stock was used to pay debts of the Mariner Marble & Tile Works.

Wallingford, Ia.—Ole Warren, mgr. for the Farmers Co-op. Elvtr. Co., has disappeared and search is being made for him. His accounts are reported all right and it is believed to be a case of aphasia. He had a severe attack of influenza some time ago and was given a vacation. He left here Apr. 3 to visit relatives in Minnesota but never reached there. The last trace of him is at Sibley where he registered at a hotel. His family and friends are greatly worried.

Rockwell City, Ia.—S. J. Wills, for over 15 years mgr. of the elvtr. of the Western Grain Co. here, died of paralysis Apr. 29. For the last 5 years he was practically helpless and to him death was a welcome release from suffering. He is survived by a wife and 3 daughters. He was 55 years of age and had a wide circle of friends who will mourn him sincerely. His first employment in the grain business was when as a boy he worked for the Pillsbury Flour Co. in Minneapolis. At 23, he went to Lake City, Minn., and was with the Dickey Grain Co. and was agt. for the Diamond Joe Steamboat line then carrying grain up and down the river. In 1894 he was transferred to Cherokee, Ia., and was travelling auditor for the company. In March, 1900, he came to Rockwell City to take charge of the Western Grain Co. elvtr. here, and continued in this business until about 5 years ago when he was stricken with paralysis. Since April, 1915, he has been a helpless patient.

Athelstan, Ia.—The Farmers Elvtr. Co. has bought the elvtr. of the Shannon Grain Co. and has retained P. O. Townsend, as mgr. The railroad name for this station is Athelston, Mo.

DES MOINES LETTER.

Des Moines, Ia.—We are now located in the Hubbell Bldg.—J. O. Yearons, asst. mgr. Taylor & Bournique Co.

Des Moines, Ia.—The Iowa Grain Co. has moved from the Fleming bldg. to the Citizens Bank Bldg. where it has larger offices.

Todd J. Patton, sheriff of Jasper County, has resigned and will move to this city where he will become a member of the firm of the Taylor-Patton Grain Co.

Des Moines, Ia.—Russell Holbrook, formerly with the Sloan Simmons Grain Co., is the new assistant mgr. of the Blair Elvtr. Corporation, with offices in the Hubbell Bldg.

KANSAS

Hoyt, Kan.—I am out of the grain business entirely.—Henry Winter.

Madison, Kan.—S. V. Butler, who formerly owned an elvtr. here, is dead.

Vera (Pakico p. o.), Kan.—J. H. Daugan & Son, of Belvue, have bot the elvtr. here.

Baileysville, Kan.—The Farmers Co-op. Ass'n bot the elvtr. of the Griffiths Grain Co. here.

Cummings, Kan.—Oda Amend has succeeded M. H. Good as mgr. of the Farmers Union Elvtr. Co.

Sequin, Kan.—John F. Jones and John E. Roger recently bot the elvtr. of the Sequin Grain Co.

Atchison, Kan.—The Moore-Lawless Grain Co. are expecting to open an office here at an early date.

Garnett, Kan.—The Associated Mill & Elvtr. Co. will build a 200-bbl. mill and a 20,000-bu. concrete elvtr. here.

Palmer, Kan.—H. O. Ohlde and Chris Rabe are interested in a farmers' organization that will build an elvtr. here.

Cotton Falls, Kan.—Detrich & Crook have completed the excavation for its new elvtr. and will start building in a few days.

Robinson, Kan.—We will install a truck scale and a truck dump this summer.—J. A. Pettet, mgr., Farmers Union Co-op. Ass'n.

Harper, Kan.—I am no longer in the grain business.—Luther Martin, formerly mgr. for the Farmers Union Co-op. Business Ass'n.

Solomon, Kan.—The Farmers Grain, L. S. & Merc. Co., incorporated for \$25,000. The company has been in business here since 1901.

Leavenworth, Kan.—The Moore-Lawless Grain Co., of Kansas City, has bot the elvtr. and stock of the Kansas Central Elvtr. Co.

Norton, Kan.—The Johnson Grain & Coal Co. of this place will build a new 25,000 or 30,000-bu. elvtr. here this season.—N. L. Johnson, pres.

Partridge, Kan.—The Partridge Co-op. Equity Exchange is going to install motors for power, and it is also planning to install a new grinder.

Herndon, Kan.—The work has been started on the elvtr. of the Herndon Equity Exchange, by the White Star Co. which has the contract.

Hugoton, Kan.—Work on the concrete elvtr. for the C. M. Light Grain & Milling Co. has commenced. It will have a capacity of 25,000 bus.

Atchison, Kan.—F. R. Hauschildt, formerly of Warrensburg, Mo., is the new supt. of the Atchison Mills Corp. A 3,000-bbl. mill is being built.

Newton, Kan.—The Goerz Flour Mill Co. has let contract to the Jones-Hettelsater Constr. Co. for a new concrete office building to cost \$26,000.

Buhler, Kan.—We are rebuilding our mill elvtr. here, installing a 2,000-bu. hopper scale, and putting in a Trapp Dump.—Buhler Mill & Elvtr. Co.

Skiddy, Kan.—The Farmers Co-op. Merc. & Shipping Ass'n has let contract for an elvtr. to the White Star Co. and work will be started immediately.

Gordon, Kan.—The Chalfant Grain Co. of Augusta has let contract to the White Star Co. for an elvtr. at this station and work has been started.

Woodston, Kan.—The elvtr. of the Woodston Merc. & Shipping Ass'n was recently sold to the farmers of this vicinity for \$16,000 by the U. S. marshal.

Goodland, Kan.—We are putting in a new truck and wagon truck scale and new distributors.—W. C. Douglas, mgr. Goodland Equity Exchange.

Salina, Kan.—The wire to the Board of Trade, formerly operated by the Orthwein-Machette Co., has been taken over by Goffe & Carkener Co., of Kansas City.

Thayer, Kan.—The Associated Mill & Elvtr. Co. will build a 10,000-bu. concrete elvtr. at this point. Excavating for the basement has already been started.

Arkansas, Kan.—The New Era Mfg. Co. has just let contract for an \$80,000 tank elvtr. of 250,000-bu. capacity. The new house will take the place of the old one.

Hutchinson, Kan.—A new grain firm composed of Ralph Russell, now sec'y of the Board of Trade and James F. Kirk of Garden City, will incorporate for \$75,000.

Fontana, Kan.—The Farmers Union has let contract to A. F. Roberts for a large modern elvtr. and work will be started as soon as the company can get a satisfactory lease.

Larned, Kan.—The Keystone Mfg. Co. has let contract to the Burrell Engineering & Constr. Co. for tempering bins to the capacity of 12,000 bus. Work will be started May 1.

Muscotah, Kan.—The Beven Grain Co. will discontinue business here June 1st. They recently sold out to a Mr. Rogge of near Maple Hill, Kan. who takes charge on June 1st.—T. B. Kelley.

Edna, Kan.—The Wilmoth Pearce Grain Co. will make its headquarters in this city and will control the largest grain elvtr. here. It will also buy grain at Chetopa, Bartlett, Elm and Valada.

Dodge City, Kan.—We are going to install a truck dump in the near future to take care of the large number of trucks that are now being used in hauling grain.—Davidson Grain Co., by Bernard Askew.

Esksridge, Kan.—The foundation of the new 12,000-bu. elvtr. of the Farmers Elvtr. Co. is being made and the elvtr. will be rushed to completion as soon as possible. T. E. Ibberson Co. has the contract.

Osgood, Kan.—Ransom Farmers Co-op. Union has let contract for a small concrete elvtr. to W. C. Bailey. It will be complete with auto truck scales, truck dump, automatic 1,500 bu. leg, Hall Distributor, etc.

Caldwell, Kan.—A. J. Moore, formerly sec'y, treas. & mgr. of the Doster Grain Co. at Doster, has sold his elvtr. at the latter place and will build an elvtr. in Caldwell, on the Santa Fe, this summer.

Burlingame, Kan.—The Farmers Union has let contract to A. F. Roberts for a 12,000-bu. elvtr. Equipment will include a 10-h.p. "Z" type engine, automatic scale, Beall Cleaner and Fairbanks-Morse Truck Scale.

Langdon, Kan.—The Enns Mfg. Co. of Inman has let contract to the White Star Co. for a new elvtr. which will be started as soon as cars can be obtained to move the grain now in the old house which is to be wrecked.

Hopewell (Fravel p. o.), Kan.—Clarence Lucas, who has been mgr. of the Hopewell Co-op. Equity Exchange, is now mgr. of the West Elvtr., having purchased an interest in it together with the C. M. Light Grain & Milling Co.

Harper, Kan.—We are planning to begin the erection of a new warehouse in the near future. Are doing a hustling business and must have more room.—E. Warren Roney, mgr. Harpers Farmers Union Cooperative Business Assn.

Stafford, Kan.—We are going to install a 1000-bu. Eureka Cleaner in our elvtr. this spring, along with the other, usual repair and overhauling that is customary with the elvtr. business.—Stafford Grain & Supply Co., Gene Bates, mgr.

Randolph, Kan.—The new elvtr. of the Farmers Union will be completed within two weeks and will be equipped with two motors, scales, etc. It will be ironclad of studded construction and will have a capacity of 22,000 bus. A. F. Roberts has the contract.

Herndon, Kan.—The Farmers' Elevator Co. will install a Fairbanks 10-ton Truck Scale and a Fairbanks' Truck Dump. The Brown Valley Co. will install Fairbanks' Truck Dump, Richardson Automatic Scale and manlift. Will make other extensive improvements at that place.

Ellsworth, Kan.—Work will begin at once on our new plant here and we hope to have a complete, mill and elvtr., by Jan. 1.—Weber Flour Mills Corp.

Homer, Kan.—We have purchased the Homer elvtr., formerly owned by the Farmers' Co-op. Merc. Co., of Russell. It is operated at present under a lease by the Robinson Grain Co., of Salina. Pat Crowe has been retained as mgr. for the present.—Homer Elvtr. Co., R. R. 1, Russell.

Salina, Kan.—The state and federal grain inspectors met in this city May 2 to discuss the advisability of changing the federal standards for grading grain, and it was unanimously agreed that no changes be made. About 40 were present, including 28 inspectors of the State Grain Insp. Bureau.

Atchison, Kan.—At a meeting held by resident members of the Board of Trade, April 3, the question of establishing additional state weighmasters here was discussed. Pres. J. W. Blair was presiding officer. It was agreed that Chief Inspector Hart shall station here a sufficient number of official state weighmasters to weigh the grain into and out of the houses operated by firms in this city engaged in the grain, seed, elvtr., warehouse and milling business.

Belvue, Kan.—We are remodeling our elvtr. here, which includes new elvtr. leg, belting, etc., new Western Gyration Cleaner of large capacity, 2 Hall Distributors, one under elvtr. head and one under cleaner. We are covering the entire building with iron, including roof, and adding storage bins over the driveway with a capacity of about 6,000 bus. This will give us a total capacity of 25,000 bus.—The Geiger Grain Co., per O. C. S., St. Joseph, Mo.

Atchison, Kan.—By a vote of the membership of the Board of Trade, April 3, the cost of treasury memberships has advanced. The certificates remaining for sale, numbering from 53 to and including 55, will be sold at \$1,000 each, and from 56 to 58 inclusive at \$2,000 each. For numbers 59 and 60 the cost will be \$3,000 each, and after the issuance of certificate No. 60 any subsequent certificates shall not be issued for less than \$5,000. The advance is brot about by the amount of business being transacted on the exchange and by the growth and importance of the board.

Topeka, Kans.—The following have made application for membership in the Kansas Grain Dealers Ass'n: Artesian Valley Milling Co., Meade; Hausam-Bateman Grain Co., Hutchinson; Ed. Hagan, Rock Creek; Farmers' Union Elvtr. & Grain Co., Emmett; Della Grain Co., Delia; Goodlander & Konantz, Uniontown; J. W. Craig Grain Co., Wichita; W. H. Bartz & Co., Topeka; Labette Grain Co., Labette; Liberty Co-operative Co., Liberty; R. E. Miller, Morganville; J. R. Williamson, Harper; Harveyville Grange Co-op. Business Ass'n, Harveyville; Farmers Grain & Mercantile Co., Cullison; Barker Bros. Grain Co., Crystal Springs; Wheaton Lumber & Grain Co., Wheaton; Ward Bros. Grain Co., Pierceville, all of Kansas; E. G. Beall Grain & Elvtr. Co., Texhoma, Okla., and the Superior Terminal Elvtr. Co., Superior, Neb.—E. J. Smiley, sec'y.

KENTUCKY

Harrodsburg, Ky.—The Cogar Grain, Coal & Feed Co. incorporated for \$50,000 by Banks Hudson, J. C. Davis and E. R. Dillehay.

Georgetown, Ky.—We notice in the 25th issue of the Journal a news item to the effect that the Penn Lbr. & Coal Co. had bot our business and elvtr. This is a mistake as we are still working hard and are doing more business than ever before and we expect to continue at this stand as long as we remain young.—J. M. Haggins, Logan & Haggins.

LOUISIANA

New Orleans, La.—We are indebted to Sec'y H. S. Herring for the 37th annual report of the Board of Trade. All of the many reports are clear and concise and contain valuable and interesting information for all readers. It also calls particular attention to the increase of rice interests during the last year. Tables of crop summaries, receipts and shipments, exports and imports, etc., as well as a full list of elvtrs. and also members of the exchange make up a most entertaining and agreeable report.

Lake Charles, La.—I am building a seed, grain, fertilizer and storage warehouse.—H. W. Lang.

Shreveport, La.—We have taken over the plant of the Kalmbach-Ford Co., the latter company having discontinued business.—Shreveport Mill & Elvtr. Co.

MARYLAND

Baltimore, Md.—The Maryland Cereal Co. incorporated for \$50,000; Egil Steen, Ed. S. Steen and Frank J. Otterbien.

Hagerstown, Md.—D. A. Stickell Sons have let the contract to the Spencer Constr. Co. for a 50x50, four story reinforced concrete warehouse designed by A. E. Baxter Engineering Co.

Baltimore, Md.—New members of the Chamber of Commerce are John B. Deming, Lyman G. Bournique and Lawrence Jones. Transferred memberships are: S. Proctor Brady, Geo. Whitlock, Ed. S. Kent, and Frank M. Trumbull.

MICHIGAN

Decatur, Mich.—Waldo F. Phillips is the new mgr. of the Decatur Co-op. Ass'n.

Nashville, Mich.—The Nashville Co-op. Elvtr. Co., incorporated for \$40,000, will buy 2 more elvtrs.

Lowell, Mich.—The Lowell Farm Buro has been organized and will take over one of the elvtrs. here.

Shephardsville, Mich.—We farmers at this point are going to build and equip an elvtr. this summer.—Ralph B. Baker.

Clarksville, Mich.—Clarksville Co-op. Elvtr. Co. incorporated for \$50,000 by W. W. Stuart, F. Robins, L. A. Mick and others.

Decker, Mich.—The Decker Grain & Lumber Co. incorporated for \$50,000; incorporators, J. and H. Frutchey, David Innes and others.

Bay City, Mich.—We anticipate building an office and warehouse this summer.—Eli M. Stout, sec'y-treas., Cass Bean & Grain Co.

Springport, Mich.—Farmers are organizing an elvtr. company and have taken an option on the elvtr. owned by G. B. Brown, P. C. Hammond and C. M. Miller.

Linden, Mich.—E. B. Stiles has sold his elvtr. warehouses, house and lot to the Stiles Elvtr. Co., made up of D. R. Stiles, of Argentine; F. S. Stiles, of Davisburg, and E. E. Earl, of Vernon.

Decker, Mich.—We will rebuild our elvtr. here, burned Mar. 1. Our new house will have a capacity of 15,000 bus. of grain and 5,000 bus. of beans.—J. Frutchey, sec'y, Cass City Grain Co.

Grand Rapids, Mich.—The West Michigan Jobbers, Inc., announce the election of C. B. Kelsey as pres., M. L. Gibbons as treas. All interests of H. J. O'Rourke in the company terminated Apr. 20.

Scotts, Mich.—White Bros. intend to maintain their grain elvtrs. at Scotts and Pavilion the same as in the past and will soon install a seed cleaner and bean polisher, and a wagon dump at their Scotts elvtr., and will also build a new potato warehouse.

MINNESOTA

LeSueur, Minn.—We are painting our elvtr.—Wierwiler Bros.

Nassau, Minn.—We have installed a new cleaner.—Farmers Elvtr. Co.

Farwell, Minn.—The Farmers Elvtr. Co. will remodel its elvtr. this spring.

Lakefield, Minn.—A grain conditioner is to be installed in the E. P. Allison Elvtr.

Eden Valley, Minn.—The elvtr. of the Eden Valley Elvtr. Co. will be sold.

Avoca, Minn.—Jim Fitzpatrick took charge of the Hubbard & Palmer elvtr. Apr. 1.

Sanborn, Minn.—Am not engaged in the grain business at present.—G. M. Gagen.

Easton, Minn.—Contrary to all reports, no elvtr. burned here recently.—F. B. Fletcher.

Gaylord, Minn.—Jacob Geib plans to make extensive improvements on his elvtr. this summer.

Callaway, Minn.—The Farmers Co-op. Elvtr. Co. has been organized with Henning Ludeen as pres.

Alvarado, Minn.—The Farmers Co-op. Elvtr. Co. has been organized with a capital of \$100,000.

Kensington, Minn.—Claude E. Higbie, mgr. of the Farmers Co-op. Elvtr. Co., tendered his resignation Apr. 1.

Red Wing, Minn.—I have sold my grain business and am not at present interested in it in any way.—J. E. Danielson.

Fairmont, Minn.—The Farmers Co-op. Elvtr. Co., recently organizing is asking for bids on a 40,000-bu. elvtr. to be built here.

Brocton, Minn.—The Brocton Independent Elvtr. Co., C. M. Wurm, pres. and mgr., sold its elvtr. to A. Tausan of Marion, N. D.

Luverne, Minn.—Hubbard & Palmer are planning to make some improvements on their elvtr. to get in shape for the season's business.

Ormsby, Minn.—The Farmers' Elvtr. Co. is making extensive improvements in its plant here. The T. E. Ibberson Co. is doing the work.

Cottonwood, Minn.—The Atlas Elvtr. Co. is installing a new auto truck dump in its elvtr. here. The T. E. Ibberson Co. is doing this work.

Simpson, Minn.—The Simpson Co-op. Elvtr. Co. has let contract for a complete overhauling of its elvtr. and the building of a feed grinding plant.

Jasper, Minn.—The Atlas Elvtr. Co. is building an elvtr. which will be modern in every respect. The T. E. Ibberson Co. has the contract.

Eton (Pipestone p. o.), Minn.—The elvtr. belonging to the C. H. Gurley estate burned recently, destroying a small quantity of stored grain.

Tracy, Minn.—The Eagle Roller Mill Co. will install a new leg, automatic truck dump, and make other improvements. The T. E. Ibberson Co. will do the work.

Alpha, Minn.—Work has been started on our new 60,000-bu. concrete elvtr. and we expect to finish it Aug. 1.—Frank W. Matson, mgr. Farmers Co-op. Society.

Peterson, Minn.—We have decided to handle coal, salt, feed, etc., and have let contract for the coal sheds but not for the storehouse.—Farmers Elvtr. Co., A. O. Boyum, mgr.

Appleton, Minn.—The Atlas Elvtr. Co. at this place will install new auto truck dump and put a new foundation under its elvtr. and make other improvements. The T. E. Ibberson Co. is doing the work.

Arlington, Minn.—The Equity Co-op. Exchange, recently organized here, has bot the old Pacific elvtr. George L. Schafer is the new mgr. The company plans to build a warehouse this summer.

Brooks, Minn.—We are installing a large boot pan and a new automatic scale. Are also having minor repairs made. The C. D. Hall Grain Co. is figuring on installing a feed mill.—Farmers Co-op. Elvtr. Co.

Hanska, Minn.—We are rebuilding our coal sheds on a reinforced concrete slab. Have also reshingled the cupola and screened the windows. T. E. Ibberson Co. is doing the work.—Lars Gulbrandson, agt., Eagle Roller Mills Co.

Forada, Minn.—We intend to make a few improvements in our elvtr. Shall install a new engine and make other minor improvements. Recently we put in some new bins and we may build a new coal shed.—Forada Co-op. Mfg. & Whse. Co.

Richmond, Minn.—We have organized a partnership and now operate as the Richmond Flour Mill & Elvtr. Co. Owners are F. B. Wurst, Fridolin Wurst and myself.—E. L. Wurst, mgr., Richmond Flour Mill.

Duluth, Minn.—Frank S. Daggett, a former president of the Board of Trade, and later a representative of Van Dusen Harrington Co. for many years, died at his home in Redlands, Cal., Apr. 5. He was pres. in 1892 but has not been connected with the grain trade for the last 9 years.

MINNEAPOLIS LETTER.

T. M. McCord, a member of the Chamber of Commerce for the last 35 years, died Apr. 25 from heart failure at the age of 89. At the time of his death he was pres. of the T. M. McCord Co. and vice-pres. of the Merchants Elvtr. Co., altho he had not been in active business for the last few years. He is survived by his widow, one daughter and two sons, one of whom, H. D. McCord, was associated with him in business here.

Mark Hanna, former solicitor for several large firms, is now with E. L. Welch & Co.

Charles Roe, who has traveled for several years for Lamb, McGregor & Co., is now on the road for Randall, Gee & Mitchell.

An amendment to the articles of incorporation of Godfrey-Blanchard Co., effective May 10th, changes the name to Godfrey Grain Co. Guy Blanchard has severed his connection with this company. Mr. Blanchard will take over the Milwaukee business of Godfrey-Blanchard Co. and continue it in the name of the Blanchard Grain Co., which company assumes all open trades, etc., of Godfrey-Blanchard Co. at Milwaukee. The Godfrey Grain Co. will continue the business at Minneapolis, Sioux City and Sioux Falls. Its Sioux City and Sioux Falls offices will act as brokerage agents for Blanchard Grain Co. in booking grain for Milwaukee.—LeRoy D. Godfrey, Rufus J. Gorfrey, and Guy Blanchard.

MISSOURI

Dutzow, Mo.—The Producers Grain Co. incorporated for \$10,000.

Clarence, Mo.—The Clarence Grain Co. has been incorporated for \$11,500.

Green Ridge, Mo.—The Farmers Elvtr. & Trading Co. incorporated for \$15,000.

Flemington, Mo.—I am likely to build a grain elvtr. this year.—S. W. McCracken.

Bonnot's Mill, Mo.—We have just sold our elvtr. to Geo. Hansmann.—Alex Verdort & Co.

Appleton City, Mo.—I am now mgr. for the Farmers Grain & Supply Co.—Otto Volkmann.

Hume, Mo.—We are building a new 15,000-bu. elvtr. here.—Blaker Lbr. & Grain Co., Pleasanton, Kan.

Martinsburg, Mo.—The Martinsburg Farmers Elvtr. Co. has just been organized. W. J. Fennewald is sec'y.

Memphis, Mo.—The Farmers Elvtr. & Producers Co., No. 53, incorporated for \$20,000. C. F. Austin is mgr.

Chamois, Mo.—Dooley & Meyer, of Springfield, have bot the mill and elvtr. of the Chamois Mlg. Co.

Freeman Park, Mo.—The Freeman Park Grain, Feed, Fuel & Lumber Co., has bot the elvtr. of W. S. Hamilton.

Morehouse, Mo.—The Morehouse Grain & Supply Co. incorporated for \$18,000; incorporators, A. J. Harrison and others.

Nevada, Mo.—The Moss-Mead Grain Co. is planning to remodel the buildings recently purchased from Mrs. Hildebrandt.

Glasgow, Mo.—The Glasgow Milling Co. has commenced the work of remodeling its plant and is pushing the work rapidly.

Marshfield, Mo.—John B. Foster & Son have taken charge of the Marshfield Milling Co. The former mgr., John Housner, resigned.

New Hampton, Mo.—W. J. Ebersole has let contract to J. E. Woolston for a 10,000-bu. concrete elvtr. 30 x 64 ft. and also for a brick warehouse.

Osage City, Mo.—The J. M. Hays Elvtr. Co. will build an elvtr. here. The company will try the experiment of having the grain brot down the river in barges.

Noel, Mo.—Mr. Montaldo, owner of the Noel milling plant, elvtr. and warehouses, has sold his property to the Noel Mill & Power Co., which is incorporated for \$50,000.

Albany, Mo.—We have not yet been able to secure a lease from the R. I. R. Co. for our elvtr. but will start work as soon as we do.—Grover McFall, Farmers Elvtr. Co.

Eolia, Mo.—W. A. Magruder, mgr. of the Whiteside Elvtr. Co. at Whiteside, Mo., for several years, has bot an interest in the Eolia Elvtr. Co. here, taking charge May 1.

Carrollton, Mo.—The Farmers Grain & Supply Co. has bot a brick building and will carry on a larger business. New offices will be built and a 20-ton platform scale will be installed.

Jonesburg, Mo.—The Farmers Elvtr. Co. has let contract for a 10,000-bu. elvtr. to the Burrell Engineering & Constr. Co. The farmers company has just been incorporated for \$20,000.

Gerald, Mo.—The Farmers Elvtr. Co., Co-op. Ass'n 66, incorporated; capital stock, \$15,000. The company bot the elvtr. of H. J. Tiernann and will not build or remodel. James M. Boston is mgr.

Hamilton, Mo.—Farmers Produce & Grain Ass'n incorporated for \$20,000.

St. Joseph, Mo.—S. A. Penney of Penney & Penney has opened an office in the Corby-Forssee building and will handle grain on consignments as well as conducting a general grain business.

Maitland, Mo.—I understand that the farmers will build an elvtr. here soon. I sold my elvtr. at this station to Meadows & Bridgemon last spring and am now located at Maryville.—J. F. Cook.

Noel, Mo.—We will build a hydro-electric power plant on the Elk River of 500 h. p. to run our 125-bbl. mill and elvtr. Will also sell current for lighting and power.—Geo. Montaldo, pres. and gen. mgr. of the Noel Mill & Power Co.

Waco, Mo.—The Farmers Elvtr. Co., capitalized at \$20,000 and headed by P. E. Donnell, pres. of the Farmers Grain Dealers Ass'n of Mo., has let the contract for the building of a 14,000-bu. capacity elvtr. with room for storage of corn and feed.

Otterville, Mo.—The Farmers Elvtr. Co. is rebuilding its elvtr. and installing auto truck scales, auto truck dumps, automatic scale, Hall Distributor. A warehouse 24x60x12 ft. is being put up in connection with the elvtr. W. C. Bailey has the contract.

Brunswick, Mo.—Walter S. Owen of this place and W. W. White of Keytesville have bot the grain elvtr. and business of the Halliburton Grain Co. The firm name will be the Brunswick Grain Co., with Walter Owen as mgr. Mr. White will be mgr. at Keytesville.

Charleston, Mo.—We are not going to install any new machinery in our elvtr. We are, however, remodeling our flour mill, installing new Barnard & Leas machinery, rolls and purifiers and S. Howes cleaning machinery. When work is complete our flour mill will have a daily capacity of 500 bbls. Expect to start work on improvements on May 15th and have same completed by July 1st.—Charleston Mlg. Co., J. R. Fair, mgr.

Norborne, Mo.—We have started our 25,000-bu. elvtr., equipping same with two 15-h.p. motors, cleaner, air dump, corn sheller, automatic scales, installing 10-ton auto truck scale. Hollow tile will be used for our elvtr. which will consist of 4 big round bins and 5 smaller ones. In connection with this we are building a general house, 32x60 ft., and office, 18x24 ft.—Chas. Berning, mgr. Farmers Union Merc. Co.

KANSAS CITY LETTER.

The Norris Grain Co. has moved its offices from the Board of Trade Bldg. to the New York Life Bldg.

P. A. Murphy, formerly with Ernst-Davis Grain Co. on the floor of the Board of Trade, has gone with Jackson Bros. & Co.

The directors of the Board of Trade have fixed the rate on interest charges at 7% per annum on all advances, until further notice.

H. A. Birmingham is the new office mgr. of the Moffat Grain Co. He is also a wheat buyer for the Waggoner-Gates Milling Co. of Independence.

W. C. Tench has bot an interest in the Kaull Milling Co. here and is general mgr. of the firm. Until recently Mr. Tench was connected with Larabee Flour Mills Corp.

E. R. Welch has been expelled from the Board of Trade for alleged infraction of the Board's rules. He was connected with Orthwein-Machette Co., which suspended business recently.

There is a possibility that the Corn Products Co. will establish a refinery in the vicinity of Kansas City with a daily grinding capacity of 25,000 bus. of corn. The Chamber of Commerce and other local organizations are boosting the movement.

W. R. Scott of Chicago is the new traffic mgr. of the Board of Trade. Previous to this time the transportation affairs of the Board have been looked after by the traffic department of the Chamber of Commerce. For the past three years Mr. Scott has been associated with Clifford Thorne of Chicago, a transportation expert.

ST. LOUIS LETTER.

The third dividend of 15% has been declared on all claims allowed by Alvan J. Goodbar, trustee in bankruptcy, against the estate of the Jones-Wise Com'n. Co., which was declared bankrupt about 5 years ago.

Sylvester Fisher, of C. H. Albers Com'n Co., has applied for membership in the Merchants Exchange.

The DesPeres Milling Co. has filed a voluntary petition in bankruptcy in the U. S. District Court. The largest individual creditors were Joseph Ismert, pres. of the company, and George D. Reichert, vice-pres. and treas.

The C. H. Albers Com'n Co., founded 50 years ago by C. H. Albers, is reported as going out of business. In 1908 Edw. F. Flesh was pres. of the company and 3 years later sold his interest to Clifford H. Albers, son of the founder. Mr. Albers has retired from business and the affairs of the company are gradually being closed up.

MONTANA

Bainville, Mont.—We are putting motor power in our elvtr.—Jennison Mills Co.

Rapelje, Mont.—We contemplate putting in a truck dump this summer.—H. I. Kolberg, mgr., Farmers Elvtr. Co.

Kevin, Mont.—I am now located here.—Wm. Halter, formerly agt. for the Winter Truesdale Ames Co. at Silva, N. D.

Lewistown, Mont.—The Western Lumber & Grain Co. has been out of business at this point for over a year.—Bk.

Fallon, Mont.—We have transferred I. J. Ferguson, our mgr. here to Lovell, Wyo.—Consolidated Elvtr. & Mlg. Co., Billings.

Cascade, Mont.—We will overhaul all of our elvtrs., getting them into shape to run with the least possible expense.—State Elvtr. Co.

Belmont, Mont.—We have transferred A. V. Howe, mgr. here to our house at Cody, Wyo., and appointed Wm. Olson to succeed him.—Consolidated Elvtr. & Mlg. Co., Billings.

Lohman, Mont.—The elvtrs. of H. Earl Clark, Milk River Elvtr. Co., and A. L. Lohman are all closed and will be until we raise a crop. We have never had an active Farmers Elvtr. Co. around here. The company was formed but never has owned, built or operated here.—P. M.

Bozeman, Mont.—M. J. Schuler, B. R. Bates, and William DeHoog, in their own behalf and for other minority stockholders, have started suit against the Montana Grain Growers, Inc., asking appointment of a receiver, accounting and dissolution of the organization, and to have declared void the action changing the name of the Montana Equity Elvtr. Co. to that of the defendant.

Helena, Mont.—The Supreme Court, on May 8, affirmed the constitutionality of the act of the state legislature providing for the issue and sale of bonds to the amount of \$250,000 for the erection of a state owned terminal elvtr. at Great Falls. The matter has been undecided for some time and a friendly suit was finally brot before the supreme court to settle the question. The sale of the bonds will begin shortly.

NEBRASKA

Rescue, Neb.—Emil Texel is now mgr. for the Farmers Co-op. Co.

Ansley, Neb.—The Farmers Grain & L. S. Ass'n has been dissolved.

Humboldt, Neb.—O. A. Cooper will install a Trapp Dump in his elvtr.

Atlanta, Neb.—A. G. Rector will install a 10-ton Howe Scale in his elvtr.

Hallam, Neb.—I am out of the grain business at present.—Wm. Burk.

Norton, Neb.—Ralph S. Finley has bot an interest in the Salter Coal & Grain Co.

Delphi, Neb.—The Farmers Union Grain & Merc. Co. has been incorporated for \$15,000.

Osceola, Neb.—Albert Dunning of Shelby has sold his elvtr. here to S. Johnson of Omaha.

Marquette, Neb.—The Marquette Elvtr. Co. has been organized with \$11,725 in common stock.

Wood River, Neb.—The Wood River Elvtr. Co. has been bot by the Stockham Grain Co. of Omaha.

Lodge Pole, Neb.—Work on the new elvtr. of the Lodge Pole Lumber Co. will be started in a few days.

Bruning, Neb.—The Farmers' Elvtr. Company will install a Barnard & Leas Separator in its elvtr.

Cushing, Neb.—We are building a 25,000-bu. tile elvtr. at this point.—T. B. Hord Grain Co., Central City.

Nora, Neb.—Dewey E. Wharton, of Cedar Bluffs, is now mgr. for the Nye-Schneider-Fowler Co. here.

Madrid, Neb.—The elvtr. of the O. M. Kellogg Grain Co. has been thoroly overhauled by W. C. Bailey.

Unadilla, Neb.—The Duff Grain Co. has appointed Hugo Steen, formerly of Ithaca, as mgr. of its elvtr. here.

Pleasant Dale, Neb.—The Farmers Co-operative Grain Elvtr. Co. has bot a home for its mgr., W. L. Hand.

Trenton, Neb.—The Trenton Equity Exchange is making every attempt to complete its new elvtr. in record time.

Anan (Glenvil p. o.), Neb.—We will install a new 10-ton automatic scale.—Farmers Grain, Coal & L. S. Ass'n No. 6.

Ansley, Neb.—The Farmers Union Co-operative Co. has been organized by Fred Hall and others; capitalization, \$50,000.

Lynch, Neb.—A Farmers Co-operative Ass'n has been incorporated for \$5,000; incorporators, William Hoffman and others.

Humbolt, Neb.—The farmers in the vicinity will build a 30,000-bu. studded elvtr. at this place if a site can be secured.

Dorchester, Neb.—Mr. Zochool, formerly with the T. B. Hord Grain Co. at Cushing, is mgr. of the elvtr. and feed yard here.

Lindsay, Neb.—M. Benny, of Stuart, has succeeded J. W. Kircher as mgr. of the elvtr. of the Crowell Lumber & Grain Co.

Holdredge, Neb.—C. B. Seldomridge has bot a new truck dump and Howe truck scale. Birchard Constr. Co. will make the installation.

Winnebago, Neb.—The Wilsey Grain Co. of Lincoln, will install a 10 ton Howe Truck Scales in its elvtrs. here and at Oxford.

Auburn, Neb.—Roy Clyne has resigned as mgr. of the Farmers Union Elvtr. Co., and has been succeeded by Joseph Moody, Jr.

Hallam, Neb.—I have installed a Barnard & Leas Grain Cleaner in my elvtr.—B. B. Brahmstadt, prop., Benj. B. Brahmstadt Grain Co.

Arapahoe, Neb.—The Arapahoe Equity Exchange will build a 25,000-bu. cribbed elvtr. to replace the elvtr. destroyed by fire some time ago.

Archer, Neb.—The Farmers Union Co-op. Ass'n has been organized with \$75,000 worth of common and the same amount of preferred stock.

Mitchell, Neb.—We have bot the Ferguson Elvtr. and will install a 25-h.p. motor in the near future.—J. H. Dorothy, mgr., Mitchell Elvtr.

Beaver City, Neb.—The report that the elvtr. of the Farmers Elvtr. Co., here burned, was incorrect. It was the elvtr. at Arapahoe.—H. H. Zieme.

Abbott, Neb.—The Farmers Elvtr. Co. will build two new bins with a capacity of 5,000 bus. each.—D. R. Morris, agt. Trans-Mississippi Grain Co.

Friend, Neb.—I am now mgr. for the Holyoke Equity Merc. Co., Holyoke, Colo.—R. W. Stepanek, formerly mgr. for the Acme Mill & Elvtr. Co., here.

Roscoe, Neb.—We are building a 30,000-bu. concrete elvtr. here.—W. H. Franken, mgr., Home Farmers Co-op. Elvtr. Co. (J. C. Burrell Co. has contract.)

Alda, Neb.—The Farmers Elvtr. Co. will remodel its elvtr. here and may put in motor and new truck scale.—D. E. Morris, agt. Trans-Mississippi Grain Co.

Millard, Neb.—The Farmers Co-op. Co. of Millard has been organized by sixty farmers and business men. The company will incorporate for \$50,000 and will build an elvtr. The directors are Robert Blum, August Bartles, Albert Borman, Ben Schoer, Henry Roher, John Bull, and W. O. Schmidt.

John W. Tulleys & Co.

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LINCOLN, NEBR.

Dawson, Neb.—The Farmers' Union Co-Operative Grain Co. will install a combination wagon and truck dump and make other improvements in their elvtr. at that place.

Abie, Neb.—James Uridil, mgr. of the Abie Farmers Grain & Lumber Co. for some time, has resigned and moved to Nimburg, where he has bot the elvtr. of the Dawson Grain Co.

Hastings, Neb.—The Nebraska Consolidated Mills Co. has taken over the Hastings Mill, which belonged to the city. C. E. Densmore, formerly mgr. for the Hastings Mfg. Co., will remain in charge.

Pawnee City, Neb.—The Farmers Union Elvtr. Co. has completed its organization with the following officers: Pres., J. D. Albright; vice-pres., N. E. Leonard; sec'y, Frank Borren; and treas., George Porter.

Hickman, Neb.—The new 22,000-bu. elvtr. of J. G. Norcross has been completed by A. F. Roberts, who had the contract. Equipment includes motors, automatic scale, 10-ton truck scales, and cleaner.

Kenesaw, Neb.—I am now with the Kenesaw Mill & Elvtr. Co. here after being out of the grain business for 3 years. Before that I was for years at Concordia, Mo., and operated as F. H. Kneck & Bro.—F. H. Kneck.

Roca, Neb.—We have an 18,000-bu. elvtr. here and a 12,000-bu. house at Saltillo. We have increased our capital stock from \$5,000 to \$30,000 and have changed the firm's name to Roca Co-op. Grain & Coal Co.—Robt. W. Jark, mgr.

Imperial, Neb.—The elvtr. to be built for the Fitzgerald-Krotter Co. is to be of concrete; it will have four tanks and when completed will be the best in this part of southwestern Nebraska. Grading for the switch track of the new elvtr. is being done.

Ogallala, Neb.—The elvtr. of the Leypoldt & Pennington Co. is undergoing extensive repairs and remodeling under the supervision of Charles Sneddy, local manager. The capacity is being increased to 30,000 bus. and the company is installing new scales, dumps, motors, cleaner, feed grinders, and other equipment. The office is being enlarged and improved.

Schuyler, Neb.—The Schuyler Commercial Exchange has established a grain inspection and weighing department and has put H. F. McLaughlin in charge of it. Mr. McLaughlin entered the inspection and weighing department of the Omaha Grain Exchange, of which George B. Powell is chief, in 1912. He is one of the best judges of wheat in Nebraska.

Salem, Neb.—The old mill purchased by the Shrimpton Mill & Grain Co., of Ainsworth, Neb., is being rebuilt and will be in operation again by June 1. The mill was built by George Shrimpton, father of the present owners, in 1881. The location has been a mill site for sixty years, two mills having been burned previous to the time of the Shrimpton ownership.

OMAHA LETTER.

Charles H. Wright of the Nebraska-Iowa Grain Co. will sail May 20 with Mrs. Wright for Europe to spend several months.

The rates of interest on all advance has been raised from 7% to 8% by the directors of the Grain Exchange on account of the advance in rates by federal and state banks.

The Grain Exchange membership of J. P. McLain has been transferred to F. J. Strudl, who will represent the Vincent Grain Co. as solicitor.

The McLain Grain Co. has succeeded the Smith Vincent Grain Co. here. I had charge of the receiving dept. of the latter company and I bot out their interests here and now conduct the business under the above name.—C. D. McLain.

NEW ENGLAND

Hartford, Conn.—We have installed the machinery of Garber Bros. in our plant, including oats crusher, corn sheller and attrition mill. Our property has been thoroly overhauled and repaired inside and out and we have built a 2-story iron and brick feed room and are planning more new buildings on the land we recently bot.—C. H. Northam, pres. of Garber-Northam Grain Co., Inc., successors to the C. H. Northam Grain Co.

Millbury, Mass.—A shed of the Millbury Grain Co. was completely demolished recently when a loaded freight car was sent against the bumping post on a siding near the elvtr. with such force that it broke the post off and the car went calmly on to the roof of the shed. Two express wagons and a sleigh were crushed to kindling wood but there was nothing else in the shed of value.

Winchester, Mass.—James Baxter Webster, one of the oldest grain dealers in the state died recently at the age of 86, following an illness of 3 months' duration. He was one of the best known hay and grain commission men in the country and abroad, as he had been actively engaged in export as well as domestic trade. For many years he was employed in the hay and grain business on Commercial St., Boston. On the death of the owner, Mr. Munro, the business was conducted by Mr. Webster. In August, 1868, he formed the firm of Lord & Webster and for 40 years was its head. He was formerly director of the Boston Chamber of Commerce. He is survived by his wife and one daughter.

NEW JERSEY

Newark, N. J.—A Brooklyn syndicate, represented by Walter J. Smith, bot the grain elvtr. of the Van Vleet Malting Co. at auction sale. It will be improved to serve as a storage warehouse.

NEW MEXICO

Clovis, N. M.—E. P. Burdick and S. W. Lane of Melrose will build another elvtr. here with a capacity of 15,000 bus.

Melrose, N. M.—C. Tension and Milton Thomas, of Canadian, Tex., have bot the property of the E. P. Burdick Merc. Co., which includes an elvtr. Possession of the elvtr. will be given June 1, but the other property was turned over at once.

NEW YORK

Baldwinsville, N. Y.—The Frazee Mlg. Co. in addition to its new 500-bbl. mill will build 3 storage tanks, having a capacity of 50,000 bus. It is hoped to have both plants completed by Jan. 1, 1921.

Buffalo, N. Y.—Julius S. Smith, who was official grain weighmaster at this port for 44 years retiring in 1914, died at the age of 89, May 2. He was in the grain business at one time but gave up his interest when he was appointed weighmaster in 1870. He was well known to grain men from many states and had a host of friends among the old and the young members of the grain trade in this city.

Buffalo, N. Y.—The Federal Court has sustained the decision of James W. Perssons that Geo. E. Pierce be adjudged a bankrupt. The judges held that an alleged assignment of assets made by Mr. Pierce to Horace Neff, a Cleveland attorney, is an act of bankruptcy, and that because of it firms that have pooled their claims could not be estopped from withdrawing them from the pool and becoming petitioners in an involuntary bankruptcy proceeding. The first meeting of his creditors will be held at the Bankruptcy Court, Federal Bldg., Buffalo, on the 17th day of May, at 11 a. m.

New York, N. Y.—Rule 37 of the New York Produce Exchange that explains Rates of Commission have been amended effective Apr. 12 so that section 2 on charges for purchase or sale of grain f. o. b., c. i. f., or c. & f., whether for present or future delivery, now reads: On all export American and Canadian wheat, barley, rye and buckwheat one-quarter of a cent per bushel with a minimum charge of \$3.00 per car for car lots. On corn and oats for export: On lots of 8,000 bushels or over, one-eighth of a cent per bushel. On lots under 8,000 bushels, one-quarter of a cent per bushel with a minimum charge of \$3.00 per car for car lots. Before the change this section read as follows: For export: On lots of 8,000 bus. or over, 1/8c per bu. On lots under 8,000 bus., 1/4c per bu. with a minimum of \$3 per car for car lots. Except that on all f. o. b. or c. & f. trades in export malting barley, rye, and buckwheat the brokerage charge shall be 1/4c per bu. with a minimum of \$3 per car for carlots.

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Grain Dealers Journal

OF CHICAGO

NORTH DAKOTA

Elliott, N. D.—Bemels-Bruns Co. has had the T. E. Ibberson Co. make improvements.

Lansford, N. D.—The elvtr. of the Occident Elvtr. Co., containing several thousand bus. of grain, burned recently.

Silva, N. D.—I am now at Kevin, Mont.—Wm. Halter, formerly agt. for the Winter Truesdale Ames Co. here.

Nome, N. D.—Wm. M. Mos has succeeded F. Larsen as mgr. for us. Mr. Larson is now at Tintah, Minn.—Independent Elvtr. Co.

Cavalier, N. D.—The International Elvtr. Co. has completed putting in new equipment in its elvtr. The T. E. Ibberson Co. did the work.

Adams, N. D.—The Adams Grain Co. has repaired its elvtr. and the Farmers Elvtr. Co. will rebuild its coal shed.—Farmers Elvtr. Co.

Auburn, N. D.—The Farmers' Elvtr. Co. has awarded contract to the T. E. Ibberson Co. for large coal sheds, in addition to putting in a new scale.

Bantry, N. D.—All of the elvtrs. except those of the Atlantic Elvtr. Co. and that of the Co-op. Elvtr. Co. are closed on account of short crops.

New England, N. D.—Herbert Gentz, formerly mgr. of an elvtr. near Aberdeen, S. D., has returned and is now mgr. of the elvtr. of E. J. Freeman.

Wyndmere, N. D.—The elvtr. of the Wyndmere Equity Exchange Elvtr. Co. was recently threatened with destruction when a large concrete exhaust box exploded.

Marion, N. D.—A. Tausan, formerly mgr. of the Tausan Elvtr. Co., which sold its elvtr. Aug., 1919, has bot the elvtr. of the Brooten Independent Elvtr. Co. at Brooten, Minn.

Sutton, N. D.—The elvtr. of Adolph Retzlaff, containing 7,000 bus. of grain, was recently destroyed by fire with a loss of \$20,000. The fire started at the top of the building and spread rapidly.

Oriska, N. D.—The elvtr. of the Equity Elvtr. Co., Bert Brun, sec'y, will be sold. Bids have been asked for and all received will be opened at 2 p. m., May 15. The house has a capacity of 50,000 bus.

Zap., N. D.—The Farmers Elvtr. Co. is remodeling its elvtr. and rebuilding its scales. It is putting in a new cup belt and a new head and legs will be installed. A new engine room and an addition to its office will be made.

OHIO

Huntsville, O.—We have installed motor power in our elvtr.—I. C. Miller & Co.

Norwalk, O.—The Norwalk Firelands Elvtr. Co. is planning to build additional storage.

Galion, O.—The Galion Equity Exchange is planning to build an elvtr. to cost \$40,000.

Elmira, O.—The Elmira Elvtr. Co. has increased its capital stock from \$15,000 to \$25,000.

Liberty Center, O.—The Liberty Center Grain & Stock Co. has increased its capital stock to \$50,000.

Fremont, O.—The Farmers Elvtr. Co. is installing a Randolph Grain Drier of 300-bus. per hour capacity.

Cygnat, O.—We will install a new corn sheller and new platform scales.—Ash-Shaw & Co., F. H. Shaw, mgr.

Chillicothe, O.—The Snyder Mlg. Co. has bot out the Standard Cereal Co., the price given being \$100,000.

Cincinnati, O.—We intend to open an office in Indianapolis and Milton Crowe will be mgr.—Early & Daniel Co.

New Jasper Sta. (Xenia p. o.), O.—New Jasper Co-op. Grain Co. incorporated for \$15,000 by B. D. Conklin.

Cygnat, O.—The Cygnat Grain & Hay Co. has been dissolved and has been out of business since last fall.

Waynesville, O.—We have installed a 25-h. p. motor, to run our elvtr. machinery.—Young Bros. Grain Co.

Genoa, O.—We are installing new machinery in our elvtr. here.—C. A. Powers, sec'y C. A. Powers Grain Co.

Holgate, O.—The Holgate Co-op. Mlg. Co. has bot my mill and elvtr. and is in possession. I am mgr.—S. L. Snyder, mgr., Holgate Co-op. Mlg. Co.

Lydon, O.—Lydon Farmers Grain Co. incorporated for \$25,000 by T. A. Murray, H. A. Kline, E. P. Carter and others.

Martin, O.—We are rebuilding our elvtr. destroyed by the tornado of Mar. 28.—C. A. Powers, sec'y C. A. Powers Grain Co., Genoa.

Pleasantville, O.—The Pleasantville Mill Co. is building a 40,000-bu. frame elvtr., ironclad. E. L. Troup is mgr. Contract was let to Geo. W. Craig.

Lebanon, O.—We will take possession of the elvtr. and plant of Aungst Bros. & Spreng on June 1.—M. C. Drake, mgr., Lebanon Farmers Co-op. Co.

Douglas, O.—We are building an elvtr. on the Clover Leaf R. R. It will be completed in time to handle new crop.—The Odenweller Mlg. Co., Ottoville.

Wellington, O.—The Wellington Mill & Elvtr. Co. has been incorporated for \$475,000; C. U. Reichsteiner, L. G. Bradstock and others, incorporators.

New Paris, O.—The New Paris Farmers Equity Exchange is planning to build a large and modern grain elvtr. with all up-to-date equipment.

Ada, O.—The Farmers Exchange incorporated; capital stock, \$30,000; incorporators, W. L. Schilling, O. S. Fisher, S. A. Bowers and others. The company will build an elvtr.

Hoytsville, O.—The Eagle Grain Co. has let contract to Geo. H. Craig for a frame, ironclad elvtr. O. C. Robinson is mgr. here. Fairbanks Scales will be installed.

Moulton, O.—The tornado which visited this section on the evening of Mar. 28 completely wrecked our elvtr. here. We will rebuild at once.—The Detjen Grain Co., New Knoxville.

Rawson, O.—The Rawson Co-op. Grain & Supply Co. is moving its elvtr. onto its own ground and off the railroad property. It is adding storage capacity to total 20,000 bus. The company will also build a large feed warehouse.

Summit Station, O.—We bot the mill of H. C. Clark and have been in operation since Feb. 5. We are figuring on installing an elvtr, cleaner, automatic scales, etc. We will also put up 2 hollow tile bins of 30,000 bus. capacity.—B. L. Slack, Summit Farmers Co-op. Co.

Cedarville, O.—The Cedarville Farmers Grain Co. is now in possession of the two elvtrs. recently taken over from Yoder Bros. The new company is a co-op. organization and is capitalized at \$50,000.—H. U. Updike, mgr., who formerly owned elvtr. at Centerburg which he sold to farmers there.

Van Wert, O.—Brandt & Hollerbaugh have sold their large elvtr. to Zender Laudahm of Celina. George Dustman of Rockford will be associated with Mr. Laudahm in the business. Possession will be given May 15. They will operate under the name Van Wert Grain Co., incorporated for \$80,000; W. T. Palmer, incorporator.

Marion, O.—The recently incorporated Marion Grain & Supply Co., which was a combine of the Marion Farmers Supply Co. and the Marion Grain & Hay Co., will build a mill near the elvtr. of the former grain and hay company, now known as the "Vine St. Elvtr." At first the company intended to buy the other elvtr. here but decided to build a mill instead. Chas E. Schaad is pres.

TOLEDO LETTER.

Jackson Bros. & Co., Chicago, have been granted permission to install their private wire on 'Change.

J. T. Mattimore, J. F. Cairns, Wm. E. Hudson and W. A. Lamson have applied for membership in the Produce Exchange.

Pyncheon & Co. have taken over the floor space formerly occupied by the Bartlett Frazier Co. M. M. Murphy will remain as mgr.

OKLAHOMA

Faxon, Okla.—Will overhaul our elevator here.—Lawton Grain Co., Lawton.

Ryan, Okla.—L. L. Thorp is making extensive improvements on his elvtr.

Dewey, Okla.—The Dewey Mill & Grain Co. has increased its capital stock from \$25,000 to \$50,000.

Hammon, Okla.—We will start work on our elvtr. here at once.—Lawton Grain Co., Lawton.

Rusk (Fairview p. o.), Okla.—The Farmers Union has bot the elvtr. of the Cox-Henry Grain Co.

Catoosa, Okla.—The Farmers Mill & Elvtr. Co. has let contract to the White Star Co. for it new elvtr.

Enid, Okla.—J. R. McKnight, formerly grain inspector at Sherman, is now with the Munn Brokerage Co. here.

Hinton, Okla.—We will install an air loader and a receiving separator.—Farmers Co-op. Elvtr. & Exchange Co.

Cordell, Okla.—The Farmers Co-op. Ass'n has bot the Price & Lorenz grain business and elvtr. here, for \$17,000.

Devol, Okla.—We will overhaul our elvtr. here and put in a larger engine and an automatic scale.—Lawton Grain Co., Lawton.

Imo, Okla.—This is a p. o. and mail does not come thru Enid. The Farmers Elvtr. Co. bot the elvtr. of Henry Shaw.—F. Miller, Enid.

Anadarko, Okla.—I intend to rebuild my elvtr. this summer to take care of my increasing business.—Don Vollmer, Vollmer Elvtr.

Watova, Okla.—We are building a tile elvtr. at this station.—L. C. Denton, sec'y-treas., Nowata County Farmers Co-op. Ass'n, Nowata.

Cheyenne, Okla.—Work will be started on our new elvtr. at once and it will be ready for this year's crop.—Lawton Grain Co., Lawton.

Oklahoma City, Okla.—P. J. Mullin, of Fort Worth, Tex., has opened an office in this city, and will operate as the P. J. Mullin Grain Co.

Rocky, Okla.—We have bot the elvtr. of Harry Dunn and are now operating it.—E. C. Harris, mgr., Farmers Co-op. Grain & Supply Co.

Ashley (Ingersoll p. o.), Okla.—The Farmers Grain, Lbr. & Coal Co. is enlarging its coal storage capacity and making general improvements.

Hillsdale, Okla.—We have succeeded the Guthrie Mill Co. at this station. R. O. Childers is our pres.—W. H. Shaw, mgr., Equity Exchange.

Sentinel, Okla.—The Farmers Co-op. Ass'n has voted to take over the plant of the Sentinel Mill & Elvtr. Co. which is owned by a co-op. company.

Watonga, Okla.—The Oklahoma City Mill & Elvtr. Co. of Oklahoma City, is now building an elvtr. here. The White Star Co. has the contract.

Sulphur, Okla.—I am the only elvtr. operator here and own the only elvtr. at this station. I also have a feed mill.—E. J. Webb, Farmers Grain Exchange.

Rosston, Okla.—W. C. Orr is the new mgr. of the Oklahoma Export Grain Co., with headquarters at Oklahoma City. The firm was formerly the Rosston Elvtr. Co.

Clinton, Okla.—Have opened an office here to handle our western line of stations. Fred Elmore will be mgr. and will handle 37 stations. We will need considerable equipment and many scales.—Lawton Grain Co., Lawton.

Hobart, Okla.—Olin W. Talley is the new mgr. of the elvtr. and flour and feed business of the Hobart Co-op. Ass'n, which recently bot the business of F. W. Nelson. Mr. Talley was formerly County Agent of Kiowa County.

Waukomis, Okla.—We have fully organized our company and altho we have not built one bot a house yet, we expect to start something as soon as we can make arrangements. We have been incorporated.—Farmers Elvtr. Co.

Nowata, Okla.—We have bot the elvtrs. of the Lenap Hay & Grain Co. at Lenapah and Delaware, and also the elvtr. of Rea-Patterson Mlg. Co. here, which with our new one now under construction at Watova, makes 4 houses for us. All will be managed by us from the main office in this city.—L. C. Denton, sec'y-treas., Nowata County Farmers Co-op. Ass'n.

Ada, Okla.—The Ada Mlg. Co. has been reorganized and now has a capital stock of \$150,000. New incorporators are J. L. Ford of Shawnee, R. J. Anderson and F. W. Meaders of Ada. The Ada Mlg. Co. was organized in 1901. It has been a branch of the Shawnee Mlg. Co., which company also operates mills at Stillwater, Hugo, Atoka, Peabody, Kans., Pauls Valley and Okeene. J. L. Ford of Shawnee will continue to be the controlling factor in the operation of the mill. The company will build a 60,000-bu. elvtr. on the site of the present office, which will be torn down.

Cherokee, Okla.—We have wrecked a 1,500 bu. wood house and are rebuilding a tile house with a capacity of 45,000 bu. equipped with a power shovel, motor, Hall distributor and truck dump. Construction will be finished by June 10, 1920.—Farmers Federation.

OREGON

Junction City, Ore.—The Farmers Warehouse Co. has been formed and has bot the plant of the Junction City Mlg. Co.

Toledo, Ore.—Lincoln County Farmers Co-op. Warehouse Co. incorporated for \$2,500 by J. B. Parrish, E. B. Shumway and others.

Union, Ore.—The Pioneer Flour Mills, of Island City, will build a bulk grain elvtr. here of 60,000-bus. capacity. They will also build one of like capacity at Island City.

Carlton, Ore.—We are operating here as the Carlton Elvtr. & Mill Co. with D. C. Thoms, pres.; F. J. Youngberg, treas., and myself, sec'y and vice-pres.—F. A. Thoms.

Albany, Ore.—The Albany Mill & Elvtr. Co., which closed operations during the war, will open again. The Albany Mill & Elvtr. Co. has warehouses at Albany and at Tangent, Ore., and was one of the largest grain buyers in the county before the war. A flour mill is also operated in Albany.—C.

Astoria, Ore.—A syndicate of wheat growers in Wasco, Gilliam and a few other eastern counties have bot an elvtr. site, 2,000 ft. frontage with 800 ft. depth, near the junction of the Lewis & Clark river and Young's Bay. The price was \$50,000 in cash. The elvtr. will be constructed to handle bulk grain and a large mill may also be put up.

PENNSYLVANIA

Carlisle, Pa.—W. S. Stewart, formerly owner of a large elvtr. here, has gone out of business.

SOUTH DAKOTA

Loomis, S. D.—G. F. Brooks has succeeded Geo. Parden as mgr. for the Farmers Elvtr. Co.

Gettysburg, S. D.—The Farmers Elvtr. Co. has let contract to T. E. Ibberson Co. for an elvtr.

Yale, S. D.—Yale Farmers Co-op. Co. incorporated for \$30,000 by H. Krantz, W. J. Coffey and W. B. Kranz.

Kingsbury, S. D.—We will install a new scale and truck dump.—Roy Kenyon, mgr., Western Terminal Elvtrs. Co.

Sheffield, S. D.—Farmers Elvtr. Co. incorporated; capital stock, \$15,000; by G. J. McDonald, J. A. York and J. R. Brown.

Fairfax, S. D.—The Farmers Union Co-op. Co. bot the elvtr. of the Trans-Mississippi Grain Co.—B. H. Schoenrogge, mgr.

Irene, S. D.—Bradley-Robertson Grain Co. incorporated for \$25,000 by P. E. Bradley, M. J. Robertson and A. S. Pearson.

Blunt, S. D.—I am installing a new cleaner in my elvtr. here and am building a 20,000-bu. elvtr. at Eakin.—H. H. Person.

Clark, S. D.—Vic A. Anderson, independent shipper here, left the first of April with his family for a visit at Long Beach, Cal.

Chester, S. D.—We are installing a new Fairbanks type registering scale and a Trapp Dump.—E. W. Mueller, mgr., Farmers Elvtr. Co.

Eakin, S. D.—The Persson Grain Co. has let contract for its new elvtr. to T. E. Ibberson Co. and the building is now under construction.

Henry, S. D.—A new automobile truck dump, new office, and other improvements are being added to the Farmers' Elvtr. here by T. E. Ibberson Co.

Avon, S. D.—The Farmers Co-op. Elvtr. Co. has bot the elvtr. of Casper Steckler and will use the old house for oats storage. J. A. Masey is mgr.

Alpena, S. D.—We understand that both elvtrs. of Betts & Smith will be improved. Motors and truck dumps will be installed.—Alpena Farmers Elvtr. Co.

Millard, S. D.—The Farmers Elvtr. Co. has closed its elvtr. for the present but I understand it will be opened again later.—E. Wik, agt., Geo. C. Bagley Elvtr. Co.

Conde, S. D.—The Farmers Elvtr. Co. has completed repairs and improvements on its elvtr. A new truck dump was also installed. T. E. Ibberson had the contract.

Sioux Falls, S. D.—Gordon L. Cashman, former mgr. of the Sioux Falls office of the Trans-Mississippi Grain Co., has resigned and is now sec'y of the Sioux Grain Co.

Ortley, S. D.—The Ortley Farmers Elvtr. Co. has let the contract to give the elvtr. a general overhauling, including new spouting, rebuilding scale, and repairing the driveway.

Rutland, S. D.—We are installing a new 10-ton truck dump scale and a combination truck and wagon dump. This dump is to be an air lift and of the latest model.—Farmers Elvtr. Co.

Redfield, S. D.—The Van Dusen Elvtr. Co. will paint its elvtr. and make other improvements here, which will include an automobile truck dump. The T. E. Ibberson Co. has the contract.

Amherst, S. D.—N. Baker has discontinued buying grain. The Farmers Elvtr. Co. and our company are the only ones now in operation.—Louis Eudchl, agt. St. Anthony & Dakota Elvtr. Co.

White Rock, S. D.—The Farmers Elvtr. Co. has remodeled and extensively improved its elvtr. here. It also added storage room, consisting of a flour shed, new offices, driveway, etc. T. E. Ibberson had the contract.

Aberdeen, S. D.—A. H. Trask, who has managed the Aberdeen, S. D., office of the McCaull-Dinsmore Co. of Minneapolis, Minn., for eight years, has resigned and formed a grain commission firm under the name of the Trask Grain Co. The new firm began business May 1 in the Citizens' Bank Bldg.

Raymond, S. D.—We now have the lumber on the ground to build a new 50,000-bu. elvtr. adjoining our present house of the same capacity which will give us total storage for 100,000 bus. We are also installing modern cleaning machinery and a 25 h.p. "Y" engine. T. E. Ibberson Co. is the contractor.—Andy C. Ruddy, mgr., Farmers Elvtr. Co.

Broadland, S. D.—The Broadland Equity Union Exchange, H. Aughinbaugh, mgr., will build a flour warehouse, 20x28 ft., with steel siding and roof; connect the office up with the driveway; enlarge the basement and install a furnace; build a directors' room; install a Trapp Dump, and a 22-ft. Fairbanks scale. The driveway will also be widened. The T. E. Ibberson Co. has the contract for the work.

Amherst, S. D.—The old elvtr. of the Farmers Elvtr. Co. at this place has been wrecked and workmen are now putting in the new foundation for a modern 65,000-bu. house having 28 bins and 4 legs, as well as all other modern equipment. A very elaborate office will be built, having three rooms, fireproof vault, heating plant, basement engine room, and this will be one of the modern plants in South Dakota. The T. E. Ibberson Co. is doing the work.

SOUTHEAST

Greenville, S. C.—The Smith Grain Co. has succeeded the Mountain City Milling Co. here.

Jacksonville, Fla.—There is still talk of another elvtr. here but nothing is being done about it.—J. K. Williams.

Marshall, Va.—T. H. Maddux has let contract to the Spencer Contr. Co. for a 60,000-bu. reinforced concrete elvtr. and bins.

Columbia, S. C.—The Adluh Milling Co. has a new 40,000-bu. reinforced concrete elvtr. and two storage bins erected by the Spencer Constr. Co.

Fredericksburg, Va.—Young Sweetser Co.'s new 25,000-bu. reinforced concrete elvtr., erected by the Spencer Constr. Co., will soon be in operation.

Riverton, Va.—The Shenandoah Valley Milling Co. will soon have 40,000-bu. reinforced concrete storage tanks which are being erected by the Spencer Constr. Co.

Richmond, Va.—We have opened an office at this market in the Travelers Bldg. with E. H. Moon, formerly at the Norfolk office, as mgr.—Moon-Taylor Co., hqtrs. Lynchburg.

Newport News, Va.—The big elvtr. here has been fully equipped with electricity and we have completed the second section of the Hess Drier we are installing.—John G. Gimpel.

Henderson, N. C.—The Vanco Mills will start the new crop with a 200-bbl. reinforced concrete daylight mill with 40,000-bu. concrete elvtr. and concrete warehouse, all erected by the Spencer Constr. Co.

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GRAIN DEALERS JOURNAL

305 S. La Salle Street, Chicago, Ill.

Norfolk, Va.—The city officials of Norfolk have become so impressed with the need of grain handling facilities that W. W. Gwathmey, consulting engineer of Norfolk, has been directed to draw plans for a modern grain elevator with at least one million bushel capacity. The present plans contemplate the erection of this elevator on city property, fronting on Hampton Roads, reached by the Norfolk & Portsmouth Belt Line Railroad, which is owned and operated in the interest of the port by the eight railroads serving same. What will finally be done in this matter has not been agreed upon, but certain it is that with the exportation of any grain whatsoever, this port offers great possibilities, particularly in connection with the movement of corn, oats and wheat.—W. A. Cox, sec'y, Chamber of Commerce-Board of Trade.

TENNESSEE

Nashville, Tenn.—The following officers were elected at the recent annual meeting of the Grain Exchange: F. E. Gillette, pres.; W. T. Hale, Jr., and M. H. Lillard, vice-pres., and E. M. Kelly, C. D. Jones, R. H. Worke, H. L. Hanes and S. C. Wilkes, directors.

TEXAS

Amarillo, Tex.—The Great West Mill & Elevator Co. has opened for business.

O'Brien, Tex.—Huntsman & Harrow have bot the mill and elevator here. B. F. Huntsman took charge May 1.

Union, Tex.—Farmers Co-op. Co. incorporated for \$20,000 by J. C. Lindeman, E. S. Morrison, and others.

Crowell, Tex.—T. L. Hughston has let contract to the White Star Co., for additions and repairs on his elevator here.

Greenville, Tex.—The new elevator being erected here for the Stark Grain & Elevator Co., Plano, Tex., is in charge of L. B. Stark.

Margaret, Tex.—T. L. Hughston, of Crowell, has let contract to the White Star Co., for elevators at this station and at Foard City.

Houston, Tex.—The Houston Mill & Elevator Co. let the contract for its new 450,000-bu. elevator to the Burrell Engineering and Constr. Co.

Eagle Lake, Tex.—The Hudson Grain Co. has bot the plant of S. M. Schlicher Co. at this point. C. M. Curtis is pres. and I am sec'y.—J. F. Hudson.

Merkel, Tex.—H. E. Ballard, of Dallas, has asked the Chamber of Commerce here for aid in promoting the building of a 75-bbl. mill and a 20,000-bu. elevator.

Amarillo, Tex.—We have moved our headquarters to this city and are now settled in our office in the Eckle Bldg.—U. S. Strader Grain Co. formerly at Miami.

Archer City, Tex.—Our new elevator, which is just about completed, will be equipped with Fairbanks-Morse Wagon Scales and an engine of the same make, Eureka Cleaner, and Richardson Automatic Scale. Our firm is a partnership, owned and operated by W. F. Forbes and Chas. H. Thuman.—Forbes Mill & Elevator Co.

Ft. Worth, Tex.—At the annual meeting of the stockholders of the Ft. Worth Grain & Cotton Exchange, held April 20, the following officers were elected: Pres., G. K. Smith; vice-pres., J. H. Mumbower; treas., Chas. Little; sec'y., E. B. Wooten; directors, E. B. Wooten, C. D. Ferguson, G. E. Cranz, and W. A. Whitty.

Fort Worth, Tex.—The Smith Bros. Grain Co.'s elevator here, which was recently burned at a loss of \$225,000, \$190,000 of which was covered by insurance, will be completed by July 1, and be able to handle the grain crop which is to come in during July and August. The repairs being made will cost \$75,000. The same company is erecting ten concrete grain storage tanks in Riverside, a suburb of this city. They will also be completed July 1.—R.

Amarillo, Tex.—Our annual convention will meet here May 17, 1920, at the rooms of the Board of City Development. We anticipate a large attendance and invite all grain dealers to attend whether member or not. There will be many interesting talks which will be worth more than the time and expense of the trip. Our program also provides for a banquet in the evening given by the Amarillo dealers.—J. D. Hunter, sec'y Panhandle Grain Dealers' Ass'n.

Fort Worth, Tex.—Arguments in an action to compel J. L. Walker to turn over approximately \$120,000 in Liberty bonds to the receiver for the Walker Grain Co. have been completed in the United States District Court after a number of sessions. A decision in the case was reserved until later by Judge Wilson. The grain company was adjudged bankrupt in the Federal Court last December, but the case was appealed to the higher court. The creditors of the company brought the present action, claiming that the bonds in question are rightfully the property of the concern instead of his personal property, as alleged by Walker.—R.

UTAH

Brigham, Utah.—The Jensen Bros. Mfg. & Elevator Co. and the Brigham City Roller Mills Co., have not been consolidated as was planned and are operating independently of each other as heretofore.—I. H. Jennsen, mgr. Jensen Bros. Mill & Elevator Co.

WASHINGTON

Palouse, Wash.—The Farmers Warehouse Elevator Co. has let contract to Alloway & Georg for a new elevator.

Almira, Wash.—The Almira Farmers Whse. Co. is building a 100,000-bu. concrete elevator and a sack house 40x50 ft.—L. A. Rumburg, sec'y.

WISCONSIN

West Bend, Wis.—Farmers are organizing to buy the elevator of Pick Bros. Co.

Rhineland, Wis.—Consumers Hay Co. incorporated for \$25,000 by A. D. Brown, H. F. Tompkins, and Fred J. Smith.

Sheboygan, Wis.—Schultze Bros., dealers in feed, hay and grain, have increased their capital stock from \$100,000 to \$200,000. Herman C. Lendeke is sec'y-treas.

Valders, Wis.—The Valders Elevator Co. incorporated; capital stock, \$25,000; A. Otto, Lars Ballested, E. C. Jacobs. The company will establish an elevator and warehouse soon.

Sturgeon Bay, Wis.—The Door County Produce Co. incorporated on a co-op. basis to deal in grain, feed, hay, etc.; capital stock, \$25,000; incorporators, M. B. Goff, Patrick Hogan and Ernest Delchambre.

MILWAUKEE LETTER.

Friends and creditors alike are glad to hear that good fortune is still attending Charles F. Glavin, who 6 years ago lost \$125,000 in a changing market and was declared a bankrupt. He has already paid one substantial installment to all creditors and has now given notice that he will pay approximately 10% as a second installment very soon. He has remade his fortune in the Argentine.

The total number of memberships on the roll of the Chamber of Commerce at the end of the year was 528. One membership was forfeited for non-payment of the annual assessment, and this will be sold by the Board of Directors for the benefit of creditors, as provided by the rules. During the year 49 new members were admitted to the Chamber of Commerce, and the records show that 15 members died.

The report of the trustees of the gratuity fund for the fiscal year of the Chamber of Commerce, ending Apr. 5, shows that at the end of the year there were 243 members of the Chamber entitled to participate in the benefits of this fund; that 10 participating members died during the year; and that the beneficiaries will receive \$616.02 accruing upon the death of each of such participating members. The total value of the gratuity fund, after deducting \$6,160.20, the amount to be paid to beneficiaries, is \$124,957.18.

There was a considerable loss in the fiscal year of the Chamber of Commerce, in the weighing and inspection depts. Due to the falling-off in grain receipts and a necessarily mounting payroll, the depts. closed the year with a considerable loss, the deficit in the Weighing Dept. amounting to \$2,225.61, and in the Inspection Dept. to \$2,017.94. Records of these departments show that during the year weights were supervised as follows: inbound, 40,664 cars; outbound, 27,335 cars, and 7,151,371 bushels by vessels; and grain receipts inspected totaled 36,956 cars.

Martin J. Kammerer and James Cairns have been elected to membership in the Chamber of Commerce.

Harold O. Hunt is a new member of the Chamber of Commerce and the following membership were transferred: James M. Coughlin and John Washburn, deceased.

WYOMING

Powell, Wyo.—A. L. Scott is our mgr. here at present.—Consolidated Elevator & Mfg. Co., Billings, Mont.

Greybull, Wyo.—We expect to repair and install machinery in our elevator here in July.—Consolidated Elevator & Mfg. Co., Billings, Mont.

Cody, Wyo.—V. O. Howe, formerly our agt. at Belmont, Mont., has been transferred to this station.—Consolidated Elevator & Mfg. Co., Billings, Mont.

Lovell, Wyo.—I. J. Ferguson, formerly agt. at our elevator in Fallon, Mont., is now mgr. for the elevator here.—Consolidated Elevator & Mfg. Co., Billings, Mont.

Worland, Wyo.—We anticipate enlarging our plant and we will change the name of the company to Washakie Elevator & Mfg. Co.—J. F. Hampton, treas. & mgr.

Sheridan, Wyo.—Work has been started on the 600-bbl. concrete and brick mill and 150,000 bus. storage for the J. W. Denio Mfg. Co. Balingier & McAllister are doing the work.

Cheyenne, Wyo.—Business men and farmers are asking the Chamber of Commerce to help to make it possible to rebuild the mill of the Cheyenne Mfg. Co., which burned Feb. 13. The elevator and warehouse of the company were saved at the time of the fire.

FOR VIOLATIONS OF THE FOOD CONTROL ACT, the Food Administration license covering wheat of Hern's Mill & Elevator Co., Hutchinson, Kan., was revoked May 8, until further notice. In connection with the revocation of this license, the Wheat Director license of the same company was revoked at the same time, until further notice. The causes for this action include unjust and unreasonable profits, failure to keep records and accounts, failure to render reports when called for, and failure to appear when summoned to a hearing at Washington, D. C.

Teach Grain Grading.

H. A. Rhodes, Grain Supervisor at Indianapolis has announced schedule of demonstration meetings in Indiana for the purpose of educating the country elevator man and the farmer to the correct methods of grading grain. These meetings are open alike to all parties interested, directly or indirectly, in the growing, handling or merchandising of grain.

The schedule follows:

May 24, Rushville; May 24, Greensburg (evening); May 25, Columbus; May 26, Bloomington; May 27, Evansville; May 28, Terre Haute; May 29, Vincennes; June 1, Bluffton; June 2, Auburn; June 2, Goshen, (evening meeting); June 3, LaPorte; June 4, Rensselaer; June 5, Crawfordsville.

New Form of Bids for Government Grain.

Heads of the Forage Section of the Subsistence Division of the Army have agreed to prepare a new form of proposal for bids on grain bot by the Government for the use of the army. They also have agreed to accept certificates of weights and inspections made by agents of Grain Exchanges where the grain is loaded into cars.

This change is the result of complaints made to Representative Ogden, of Kentucky, by the Grain Com'te of the Louisville Board of Trade. In their complaint it was pointed out that a person bidding on government proposals was at a disadvantage because the bidder was required to supply an excess of 50% of the amount of the bid at the will of the government, and too, that if the government so desired it need take only 80% of the amount bid upon.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

Erie issues a suspension notice on the expiration date of minimum weights on grain, effective Mar. 26.

C. R. I. & P. in Sup. 6 to 19690-H gives local, joint and proportional rates on grain, grain products, seeds and broom corn from stations in Colo., Kan., Mo., Neb., N. M., and Okla., also Council Bluffs, Ia., to Little Rock, Ark., and stations in Ark., La., and Mo., effective June 5.

C. R. I. & P. in Sup. 5 to 31408 gives local, joint and proportional rates on grain, grain products, seeds and broom corn from stations in Colo., Kan., Mo., Neb., N. M., and Okla., also Council Bluffs, Ia., and Memphis, Tenn., to Memphis, Tenn., New Orleans, La., and stations in Ala., Ark., La., Miss., and Okla., effective June 5.

C. R. I. & P. in Sup. 12 to 19687-K gives joint and proportional rates on grain, grain products, seeds and broom corn from Mo. River points and other stations in Ill., Ia., Minn., Mo., and S. D., on the C. R. I. & P. to Miss. Valley points and other stations in Ala., Ark., Fla., La., Miss., and Tenn., effective May 17.

C. B. & Q. in Sup. 4 to 6786-E gives local, joint and proportional rates on grain and grain products from C. B. & Q. and C. A. & D. K. stations in Ill., also Mississippi River points, Dubuque, Ia., to Louisiana, Mo., inclusive to Cairo, Metropolis, Mounds, Ill.; Evansville, Ind.; Cincinnati, O., Paducah and Louisville, Ky., effective May 25.

C. B. & Q. in Sup. 3 to 1800-C gives local, joint and proportional rates on grain, grain products, broom corn and seeds between C. B. & Q. stations (lines west of the Missouri River) also R. C., B. H. & W. R. R. and Chicago, Peoria, Ill.; St. Louis, Mo.; St. Paul,

Duluth, Minn., and stations taking the same rate or arbitraries higher named in tariff, effective Apr. 21.

C. R. I. & P. in Sup. 13 to 10389-E gives local, joint and proportional rates on grain, grain products and seeds between St. Louis, Mo.; E. St. Louis, Alton, Quincy, Ill.; Hannibal, Mo.; and stations in Ill., Ia., Minn., Mo., and S. D., also Armourdale, Atchison, and Leavenworth, Kan., also on grain and grain products from stations in Ia., Minn., and S. D., to Cairo, Thebes, Ill., Evansville, Ind., and Louisville, Ky., when destined southeastern and Carolina territories, effective May 20.

C. B. & Q. in Sup. 3 to 5400-B gives local and joint rates on broom corn, flax seed, grain and grain products between Omaha, South Omaha, Nebraska City, Neb.; Council Bluffs, Pacific Jet., Sioux City, Ia.; Atchison, Leavenworth, Kan.; Kansas City, St. Joseph, Mo.; and stations taking same rates, also all stations on the C. B. & Q. lines west of the Missouri River (except Colo.) and stations on the C. B. & Q. west of the Missouri River, effective Apr. 21.

Standardize the Chondrometer.

Brass kettle testers in use in Australia have been found to give varying bushel weights. Owing to complaints regarding the accuracy of all instruments used to determine the bushel weight of wheat, and a demand for a standard chondrometer which would be acceptable to everyone interested, a com'te was appointed last year in Sydney. This com'te was made up of representatives of the Farmers and Settlers' Ass'n, Primary Producers' Union, millers, wheat growers, wheat shippers, Chamber of Commerce, Weights and Measures department, the Department of Agriculture, and the State Wheat Office.

Thru the work of this com'te a design, combining certain features of different satisfactory instruments on the market, was approved, and a model chondrometer was constructed by the New South Wales Public Works Department. The model is now in the possession of the Weights and Measures

Department in Sydney, New South Wales, Australia, as a standard for testing the chondrometers at present in use.

Quotations from firms that would be prepared to place the chondrometer on the market are difficult to get. Communications relative to this matter have been sent to the different scale manufacturing firms, but no quotations had been received.

Trade Situation in Japan.

For several months past the Japanese have been rushing silk to the United States, placing the silk in warehouses and negotiating loans at banks in this country at rates 2 to 4 per cent lower than could be obtained from the Japanese banks.

This raw silk is said to have been valued as high as \$18 per pound, and the quantity in store in the vicinity of New York City grew until the fire insurance underwriters warned the holders to remove the silk to outlying warehouses, as the amount of available coverage was exhausted.

This silk has since dropped to about \$9 a pound, it is said, resulting in a financial panic in Japan, one of the basic industries of which is silk manufacture.

Employees of the match factories have accepted a wage cut rather than to consent to being laid off and there are 5,000 textile workers idle. Other industries will probably be affected in the same way and a general wage reduction is looked forward to. As a result domestic consumption will be curtailed, and with the steady decrease in exports, indicating the falling demand from abroad for Japanese products, very much lower prices are to be expected. Wholesale cancellations of high-priced orders are feared by Tokyo merchants. In short, business is not reviving and the general opinion in banking circles is that exchange is not likely to remain at its present high level. As a result of the general slump the banks are not pressed for money.

Weller

GRAIN HANDLING EQUIPMENT



ENCOURAGE THE FARMER
TO COME TO YOUR ELEVATOR WITH HIS GRAIN

INSTALL A WELLER CONTINUOUS GRAIN DRYER

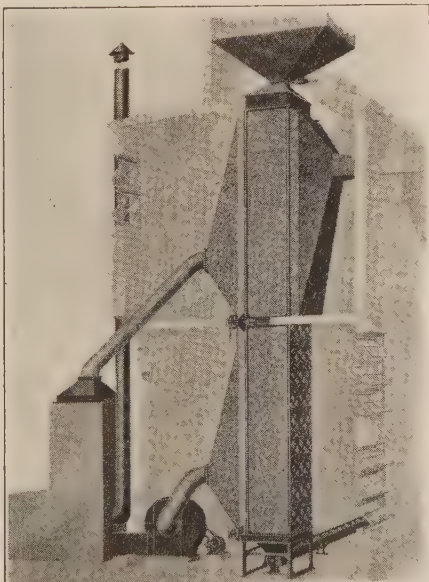
Let him know you are in a position to handle his crop in the off seasons—when the wet, rainy season sets in before the grain has fully matured.

BULLETIN No. B101
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ROTARY AND CONTINUOUS DRYERS AND COOLERS
For Drying, Cooling and Conditioning

WHEAT, CORN, CORNMEAL, OATS, BARLEY, BEANS, FLOUR, ETC.
Sent on Request.

WELLER MFG. CO. CHICAGO



NEW YORK

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SALT LAKE CITY

Seeds

THE CONTINENTAL SEED CO., Chicago, Ill., has moved its office to 327 S. LaSalle St.

INDIANAPOLIS, IND.—The Indiana Seed Co., has increased its capital stock from \$30,000 to \$50,000.

BEANS IN STORAGE at San Francisco, Cal., on May 1, amounted to 170,164 sacks compared with 292,693 sacks in 1919.

BEMIDJI, MINN. — Two wagon loads of clover seed sold in this town recently netted the producer, Seth Smith \$1,200.

LANSING, MICH.—The Toledo Bean & Seed Warehouse Co., of Toledo, O., is a subsidiary of this company.—Chatterton & Son.

JOHN A. SALZER SEED CO., LaCrosse, Wis., has registered the caption "Crop Sure Seeds" across a circle, as its trademark, No. 126,659, for use on garden, field, and flower seeds.

MT. VERNON, WASH. — The City Grain & Seed Co., has started work on the foundation of its new plant. The contract for the construction of the building proper has not been let.

CLOVER AND ALFALFA will have to be produced in Michigan to keep agriculture value of the land from giving out says Prof. Ezra Levin, Department of Soils, Michigan Agri. College.

FREEPORT, ILL.—We are considering the installation of machinery for the cleaning of all kinds of seeds. The amount of work we will do will depend upon our ability to get the necessary labor.—H. A. Hillmer.

COWPEA acreage for seed in 1919 was 1,478,000 acres compared with a 2,003,000 acres the preceding year. Alabama's acreage was the largest of any state in 1919 with 408,000 bus. compared with 425,000 acres in 1918.

MINOT, S. D. — The Valke-Christianson Co., recently incorporated here will conduct a wholesale seed and feed business. G. F. Valke, C. J. Fisk, and A. M. Christianson are the directors of the new firm.

RANDELL-McLOUGHLIN Co., Seattle, Wash., has registered the word "Invicta," as its trademark, No. 121,639, for use on agricultural seeds, namely, grain seeds and grass seeds; and nursery stock, namely, trees, plants, and flowers.

IN MISSOURI any one who ships, advertises, or makes a claim for seed must meet the conditions of the Missouri Seed Law as to labeling and testing. A grocer or farmer can sell seed on his own premises without testing and labeling. This is unfair to the dealer.

INCREASED ACREAGE for the production of flaxseed has been urged by the U. S. Dept. of Agriculture. Normal consumption of seed has outstripped production and the heavy ocean freight rates on flaxseed grown in Argentine assures a fair price to the American producer.

Seed Movement in April.

Receipts and shipments of seeds at the various markets during April, compared with April, 1919, were as follows:

FLAXSEED.			
	Receipts—	Shipments—	
	1920	1919	
Chicago, bus.	50,000	75,000	4,000
Duluth, bus.	111,304	385,709	35,844
Ft. Wm., bus.	50,255	98,658	39,782
Min'polis, bus.	163,500	438,700	38,430
TIMOTHY.			
Chicago, lbs.	1,212,000	3,772,000	1,735,000
Toledo, bags	4,430	11,930	3,074
CLOVER.			
Chicago, lbs.	760,000	464,000	743,000
Toledo, bags	716	1,294	1,170
OTHER GRASS SEEDS.			
Chicago, lbs.	1,122,000	2,981,000	1,626,000
New York, bags	180		

THE IOWA SEED DEALERS ASS'N will hold the regular annual meeting at the Savery Hotel, Des Moines, Iowa, on June 1 and 2, 1920. This will be a meeting of unusual interest and a cordial invitation is extended to the members of other seed dealers Ass'n, agricultural College men, and county Agents.—A. M. Eldridge, sec'y, Shenandoah, Ia.

INDIANAPOLIS, IND. — The name of the Southern Seed Co., Indianapolis, Ind., has been changed to Dawson & Co., and the capital stock increased from \$25,000 to \$75,000, but there has been no change in the management of the business. R. P. Dawson, manager for eight years, is now pres. and largest stockholder.

THE CALIFORNIA BEAN DEALERS ASS'N has expressed a desire to join the Michigan Bean Dealers Ass'n in an advertising campaign to inform the public that beans are the cheapest raw food now available provided oriental beans are not sold any longer under American names and that a tariff be established to protect the American bean industry.

TO COMBAT THE GRASSHOPPER menace, an internal parasite is being developed at the University of Saskatchewan, according to the statement of Dr. A. F. Cameron, Dominion entomologist. Ordinary methods of fighting the grasshopper must be used this year, but by next year, Dr. Cameron expects the spread of the parasite to be sufficient to prevent any grasshopper plague.

SEED COM'ITES were appointed by Pres. Stratton of the Milwaukee Chamber of Commerce. The com'ite for the arbitration of grass and clover seed was made up of J. Crandall, F. W. Kellogg, S. G. Courteen, Hugo Teweles, and J. V. Lauer. The com'ite for the arbitration of dried peas and beans was made up of J. V. Lauer, C. F. Coughlin, M. H. Kleser, Linus J. Beck, and W. F. Lodde.

STATE FINANCIAL aid in purchasing seed has been provided for Minnesota flood sufferers who are unable to raise loans thru the regular channels. Minnesota is now issuing seed grain notes bearing 6% interest and maturing on Nov. 1, 1920. As flood sufferers who are able to raise loans are not entitled to this assistance, state officials have requested banks to extend flood sufferers such assistance as they can.

JOHN J. AND HOWARD O. BUFFINGTON, trading as John J. Buffington & Co., wholesale seed dealers and importers have bot the Gottschalk Building, Baltimore. The sale figure is placed at about \$160,000, and the firm will move into its new home some time in June. Many alterations and improvements are being made, including the installation of the most modern cleaning and separating machinery, a first-class laboratory, and various seed testing devices. The firm had literally outgrown its old quarters, and in the new quarters, the firm will make every effort to meet the requirements of its growing trade.

SEED INSPECTION by the Pennsylvania State Department of Agriculture during 1919 under the law covered 269 official samples obtained from seed dealers by the special agents and 71 special samples submitted by local dealers and growers were tested for purity. Of the twenty different kinds of seeds included with the official samples the largest number were red clover, alfalfa, timothy grass, and alsike clover. Twenty-three samples, or 8.6 per cent of those submitted, failed to meet the required standards of purity; and 86 samples represented shipments where guarantees for purity in excess of the required standards were given, and of this number 44 were found, upon being tested, to meet the higher guarantees. Of the 71 special samples submitted for purity tests, about one-third failed to meet the fixed standard, indicating that lots represented by the low grade seed were in need of being recleaned before being offered for sale, says Chief Chemist James W. Kellogg.

INDIAN HEAD, SASK.—To enable us to supply the demand for northern grown Spring Marquis wheat in the northwestern states and western Canada we contemplate adding about 70,000 bus. of storage capacity to our cleaning plant at this place. The new addition will be used entirely for registered Marquis wheat and for registered Banner oats. Our ordinary seed wheat trade will be handled thru our present houses. This season our carlot shipments of Marquis and No. 1 seed largely exceeded our present capacity. The addition to our plant will give us a storage capacity of 130,000 bus. and a shipping and cleaning capacity of about 400,000 bus.—Angus Mackay Farm Seed Co.

TOLEDO, O.—April clover expired peacefully. There were no fireworks. Spring cash demand is practically over. There is usually some summer demand but it is never large. Imports will probably be light till fall. New crop European seed does not start arriving freely till November. That is one reason why October clover sells at a premium. Another reason is the possibility of a late or wet harvest. Trade in new crop futures is generally light during May and June. No decided change in prices is likely in the near future. Prices will depend largely on the weather home and abroad and the price of other farm products. Don't overlook the financial situation. Low point on October seed usually occurs in March or April but occasionally later. No two seasons are exactly alike.—C. A. King & Co.

TOLEDO, O.—Miss Clover didn't have many friends as the season closed at the end of April. The demand was not there. Cash prices sagged. Stocks were light throughout the end of the season, and could easily have been cleaned up with any sort of demand. The customary March and April movement did not take place. Probably the farmers were better fixed than had been anticipated. Late season cut down the requirements. Alsike stole some of the business from Sister Clover. Alsike goes farther and many farmers substituted as a measure of economy. Season-end Toledo stocks are not large, but they are bigger than a year ago. New York reports imports 600 sacks red clover.—Southworth & Co.

TOLEDO, O.—Clover seed seems to be on debatable grounds around \$24. May prove to be happy medium for the coming season. Bright spot sections are the sellers. Damage sections backed up their opinions with buying orders. What else can you say about a new crop future that is only fairly established, except the price looks cheap compared with the last crop? Last crop was a very short one, but was replenished with liberal receipts from the other side, and amount left in all positions does not seem burdensome and should disappear this summer. Been a long time since we have had such a backward spring; and is fully two to four weeks late. Once real spring weather, warm and sunshine, appears, you will find a lot of late seeding will be the rule.—J. F. Zahm & Co.

SPRINGFIELD, ILL.—The law in regard to the sale of field corn for seeding purposes may not be thoroughly understood by farmers and dealers. An explanation no doubt will be appreciated at this time. The law does not require the germination of seed corn on the label or tag. Most dealers in seed corn test it for germination because they want to know the percentage that will grow before offering it for sale and as they have always done this in the past they are familiar with the methods of testing and in most cases are equipped to do it. In selling field corn, whether on ear or shelled, it should be labeled or tagged to show the following information: (1) The full name and address of the vendor so selling or offering for sale; (2) The commonly accepted name of the variety thereof; (3) The name of the county and the state where grown, also year in which it was grown. In

case this information is not known, it should be so stated on the label or tag. All persons buying seed corn should make it a point to look for the label or tag to find out the year in which produced.—Albert C. Wilson, chief seed analyst, Illinois Dept. of Agri.

From the Seed Trade.

MARSHALL, WIS.—Quite a few peas were sown in this locality this spring. Some were for seed and some for sale to canning factories. Clover came thru the winter in good shape. Prospects fine for a good yield.—C. Porter.

LOUISVILLE, Ky.—As far as we know there has been no decrease in this locality of the acreage devoted to the production of blue grass and timothy. There has been considerable alfalfa sown in this state this year. We do not think that Kentucky farmers have fallen into the habit of sowing their seed so sparingly so that they will not get a good stand of grass.—H. Co.

RANDOLPH, WIS.—The present high cost of clover seed has not caused any reduction in the acreage in this section. We have sold more timothy and clover this spring than ever before. This increase in our sales was probably caused because a large clover acreage dried out in this locality last summer. This is a great dairying country and most of the clover raised this year will be cut for hay.—J. W. Jung Seed Co.

MECHANICSBURG, O.—There is a large demand for soy beans this year. On account of the shortage, alfalfa trade has not been quite brisk as in former years, altho clover business has picked up wonderfully. It seems that the alfalfa seed business has been shortened by clover and sweet clover seed. We have had heavy calls for sweet clover this season. Ohio needs more beans grown for grain and it is a paying crop at present. Most of our demand is

caused by farmers wanting beans to mix with corn for silo work and to sow solid for hay, and, in either case, there is no chance of either crop being sold for grain. We hope with a little publicity, farmers will see the value of these crops sown for grain, especially with present prices. We are sure alfalfa will come back to its own in two or three years, or in fact as soon as pre-war rotations are established.—The Wing Seed Co.

LANSING, MICH.—During the war and particularly since the armistice people overlooked the bean as a good wholesome food, but during the past month the high price of potatoes and more recently the railroad tie up have forced the consumer to substitute beans. As a result terminal markets, such as Chicago, Pittsburgh, Cincinnati, etc., which have been carrying large consigned stocks are now practically cleaned up. Not only have these beans been taking care of the demands of the market, but they have also been supplying jobbers within a good sized radius. As soon as Michigan railways will accept deliveries for all outside points, you will see a heavy demand for Michigan beans, account of their superior quality and the fact they can be gotten to the bare markets in a hurry. Because of the increased consumption, prices have advanced to \$1 a cwt. during the past two weeks. This advance, combined with cold, wet, backward spring reducing the acreage of oats and spring wheat, will give us a greater acreage than we anticipated, altho it will be less than normal. The Michigan farmer also realizes that California growers will reduce their acreage at least fifty percent, and are therefore working somewhat on the old saying that "low price seed makes a high price crop." Old crop oriental white beans are practically exhausted. New crop for shipment from the orient cannot be bought except with considerable uncertainty as to quality. As the quantity is limited, buyers will be forced to purchase domestic varieties at least until a fair

tonnage of orientals can arrive, which will not be until the latter part of June. With majority of points embargoed as they are at present, it is difficult to get buyers to place orders in the face of a 15% advance, which we have experienced during the past two weeks. At the same time country elevators have advanced their place to growers in line with the present market and they will not offer their stocks at a sacrifice, as no where in the State are there any distressed beans, account of excess individual holdings. At the same time all other commodities which the country elevators are handling are high and advancing, and as beans are and have been all season the cheapest food commodity on the market, the country shippers are disposed to hold their beans and sell their grain, hay and potatoes.—B. S. Stickle, Chatterton & Son.

Getting Results on Grain Claims.

The Farmers Elevator Co. of Matlock, Ia., has settled its suit against the Illinois Central Railroad, which was started recently, for loss resulting from a decline in the market during a delay of three days while a car of corn was held at Freeport, Ill., for a permit when none was needed. The suit was settled in a manner satisfactory to the shipper after having been refused by the claim department two different times.

The Farmers Elevator Co., of Grant Park, Ill., has settled its suit against the Chicago, Terre Haute & Southeastern Railroad. This suit covered a claim for decline in value due to delay in transit and also several claims for loss in transit, one of which was upon a clear record car. The suit was settled in a manner satisfactory to the shipper. Owen L. Coon represented the shippers in these matters.

The Rock Island Railroad has also settled with the Wallace Grain & Supply Co., of Ottawa, Ill., two claims for decline in price during delay for \$602, which were in suit.



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Grain Grading Equipment

Grain grading equipment is of utmost importance in making you more money from handling grain.

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Catalog No. 35 on request.

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Supreme Court Decisions

Damages for Buyer's Refusal to Accept and Pay for Goods.—The measure of damages in case the buyer refuses to accept and pay for the goods purchased is the difference between the market value of the goods at the time and place of delivery and the contract price.—*R. W. Rounsavell & Co. v. H. Herstein Seed Co.* Supreme Court of New Mexico. 186 Pac. 1078.

Connecting Carriers.—Under Interstate Commerce Act, § 20, pars. 11, 12, as amended by Carmack Amendment, § 7, pars. 11, 12 (U. S. Comp. St. §§ 8604a, 8604aa), making carrier liable for injury to goods while in hands of a connecting carriers, a carrier could not avoid such liability by provision of B/L limiting its liability.—*Western Electric Co. v. New York & B. Transp. Line.* City Court of New York, 180 N. Y. S. 873.

Quotation at F. O. B. Point Measure of Damages. Where a contract for the sale of goods provides for their delivery at a designated point f. o. b., and where the title from the seller to the buyer passes, other terms of the contract having been complied with, the place so designated is the point of delivery.—*R. W. Rounsavell & Co. v. H. Herstein Seed Co.* Supreme Court of New Mexico. 186 Pac. 1078.

Cropper Can Not Dispose of Crop before Landlord Receives his Part.—Where the relation of landlord and cropper exists, the title to the crop raiser upon the premises is in the landlord, and under the law the cropper cannot, without the consent of the landlord, sell or otherwise dispose of any part of the crop grown by him before the landlord has received his part of the entire crop.—*Godwin v. Allman.* Court of Appeals of Georgia. 102 S. E. 645.

Gasoline Hazard.—A fire insurer cannot escape liability on the ground of increased hazard resulting from the keeping of 150 gallons of gasoline in an underground tank on an adjacent lot, where the hazard was not increased over and above that which existed at the time of the issuance of the policy; the term "increased hazard" denoting an alteration or change in conditions.—*Rossini v. St. Paul Fire & Marine Ins. Co.* Supreme Court of California. 188 Pac. 564.

Damages for Seller's Refusal to Deliver.—In buyer's action for refusal to deliver corn, the measure of damages is the difference between contract price of the corn and market price of similar corn on the day on which seller notified buyer that he would not comply with contract by delivering corn. If seller on any day subsequent to the day of the making of contract notifies buyer of his refusal to comply with contract and deliver goods, buyer's cause of action for refusal to deliver immediately accrues.—*Royster v. A. Waller Co.* Court of Appeals of Kentucky. 217 S. W. 684.

Arbitration.—The power of arbitrators to select a third arbitrator or umpire on failing to agree is not necessarily exhausted by a single nomination, and was not exhausted where nominee died before having acted. The formality of a revocation of a submission of matters to arbitrators must conform to the formality of the submission, and if the submission is under seal, or by deed, the revocation must be under seal, and if the submission is in writing, the revocation must be in writing; a simple letter not being sufficient to revoke a submission under seal.—*Lesser v. Pallay.* Supreme Court of Oregon. 188 Pac. 718.

Damages on Destination Value.—Interstate Commerce Act, § 20, as changed by the Carmack and Cummins Amendments (Comp. St. § 8604a), making the initial carrier of property liable to the lawful holder of the B/L for the full actual loss, damage, or injury to the property caused by it, or by any connecting carrier under a thru B/L, held also to govern the liability of such connecting carriers, and a provision of the B/L limiting liability to invoice value, which by the statute is made void as to the initial carrier, is also void as to the connecting carriers thereunder.—*Wabash Ry. Co. v. Holt.* U. S. Circuit Court of Appeals. 263 Fed. 72.

Lien for Demurrage.—A carrier of goods by rail was entitled to a lien for demurrage charges, war tax, etc., accruing between the date when the goods were attached by the consignee, which had refused them under its contract with the consignor, down to the date when they were sold, also to payment out of the proceeds of the same, the demurrage not having been caused by any default on its part; though a carrier cannot enforce collection of storage charges arising from its wrongful refusal to deliver to the consignee, nor hold the goods for lien for back freight on other goods.—*Hammer Lumber Co. v. Seaboard Air Line.* Supreme Court of North Carolina. 102 S. E. 505.

Title in Bank under B. L.—Where a bank takes an assignment of a B/L and pays the accompanying draft of the shipper for the value of the goods, the bank thereby becomes a bona fide holder, and no attachable interest in the goods or the proceeds remains in the shipper. A bank's title to a draft deposited as cash and placed to the credit of the depositor was not affected by the form of its indorsement, which stated that it indorsed solely for collection, and that it did not guarantee the title, possession, delivery, quantity, quality, or condition of the goods covered by an attached B/L.—*Fourth Nat. Bank v. W. G. Bragg.* Supreme Court of Appeals of Virginia. 102 S. E. 649.

Receipt for Goods in Apparent Good Order Puts Burden on Connecting Carrier.—A shipment of freight under contract with a carrier for shipment, not only over its own line, but also a connecting line, in an action by the consignor against the delivering carrier, where the evidence disclosed that the initial carrier had issued a receipt to the consignor to the effect that the goods were received by it "in apparent good order," the burden of proof was on the carrier to rebut said prima facie presumption of delivery "in apparent good order," or to show that the alleged damages or negligence in delay for said shipment occurred before it reached the delivering carrier line.—*Lusk et al. v. Durant Nursery Co.* Supreme Court of Oklahoma. 188 Pac. 104.

Short Delivery of Bags.—A seller who contracted to deliver 100,000 or 125,000 bags is not liable for failure to deliver the last 25,000 bags where the buyer gave shipping instructions only for 100,000 bags. Where the seller agreed to deliver rice bags in September, and did deliver the last of them on September 14th, the delivery being accepted by the buyer, and the evidence showed that the buyer held part of the bags over until the next season as a speculation, the buyer cannot recover damages for delay in delivering on an order given in August and for the insurance on the bags carried over to the next season. Where bundles of rice bags delivered to buyer were short in weight and number, but only to a degree not unusual, and there was no evidence that shortage was a willful or deliberate violation of the contract, the measure of buyer's claim is the contract price of the bags, not the market price.—*Mente & Co. v. Kaplan.* Supreme Court of Louisiana. 83 South 895.

Bank's Negligence in Collecting Draft.—On a question of general law, as the liability of a bank accepting for collection commercial paper, the federal courts are not bound by decisions of the state in which the contract was made, or to be performed, but must determine the question of liability by reference to all the authorities. A bank receiving commercial paper in one state for collection in another is liable for any neglect of duty occurring in its collection, whether arising from the default of its own officers or employees, or from that of its correspondent, and while this obligation may be modified by contract, a modification will not be inferred from knowledge that the receiving bank must, or intends in due course of business to, forward the paper to another bank for collection. Where a correspondent selected by a bank with which was deposited commercial paper for collection is negligent, and the owner suffers a loss, the owner cannot in his own name sue the negligent correspondent, but his right of action is against the bank with which he deposited the commercial paper.—*Taylor & Bournique Co. v. National Bank of Ashtabula.* U. S. District Court, Ohio. 262 Fed. 169.

MANCHURIAN CORN is offered at \$50 per ton in 1,000 ton lots, according to reports from Logan & Bryan's office at Seattle, Wash. This is about \$1.25 a bushel.

Grain Carriers

SUPERIOR, WIS.—Over 700,000 bus. of rye was shipped from this port by boat on April 29.

LACK OF TRANSPORTATION facilities is keeping several hundred thousand bushels of rye, already sold for export, in Minneapolis elevators.

A NEW RAILROAD is under consideration by eastern capital to furnish transportation to the grain territory between Oklahoma City, Okla., and Pueblo, Colo.

OPPOSITION to the continuance of government operation of boats, barges and tugs was expressed in a recent resolution of the Rochester Chamber of Commerce.

DULUTH, MINN.—Four steamers recently took over 1,000,000 bus. of grain from this port in two days. On April 28 the Cargill Elevator Co. shipped out a cargo of rye amounting to over 503,000 bus.

FT. WORTH, TEX.—The effect of the proposed reductions in minimum weights of grain and grain products was discussed at recent meeting of grain and mill men of the Ft. Worth Chamber of Commerce Freight Bureau. As a result investigations are now being made by Ed. P. Byars, traffic manager.—R.

GEORGE A. SHROEDER, freight bureau manager of the Milwaukee Chamber of Commerce since 1908, tendered his resignation to take effect July 1. Removal from Milwaukee is the reason given. The Board of Directors of the Chamber of Commerce referred the matter to the Com'te on Transportation.

THE RAILROADS must be given money immediately. Their cars are in terrible condition. During February, March and April, of 1914, cars received at Des Moines loaded with grain 108 were not permitted to be reloaded by the Des Moines inspector because he considered them unfit to carry grain, reports Geo. Wells, secy. Western Grain Dealers' Ass'n.

CHICAGO RAIL CONDITIONS will be normal within a week or two, according to the presidents of railroads entering Chicago, who gave this assurance to Col. William N. Pelouze, pres. of the Illinois Manufacturers' Ass'n, in conference with the railroad heads May 3. The roads will not permit the men on strike to return to work except as new employees. Conditions on the C. & N. W. R. R. are already normal.

HENRY JONES FORD, professor of politics at Princeton University, and James Duncan of Quincy, Mass., vice-pres. of the American Federation of Labor, were nominated by Pres. Wilson, April 30, to be members of the Interstate Commerce Commission. Prof. Ford is a native of Baltimore, and is a graduate of Baltimore City College. He is the author of several books on political science and related subjects. Mr. Duncan, born in Scotland, was educated at Aberdeen, and for many years was a statue granite cutter.

THE PROPOSED \$20,000,000 Illinois waterway was opposed by Geo. C. Sale of Salisbury before the constitutional convention at Springfield. It is his opinion that the waterway scheme is "an absolutely foolish waste of funds of the state," and that the state ought to get out of it and stay out. It is his further opinion that the people could not now be induced to vote for the plan. This objection appeared in an amendment to the proposed section on canals and waterways, after the state director of public works, Frank I. Bennett, had explained that a permit for the water way had been obtained from the federal government, surveys had been made, and plans made for the preliminary work on at least one lock by July.

FT. WORTH, TEX. — The Texas Railroad Commission, following a hearing on the application for reduction on minimum weights on grain and grain products, at Austin, sent the following telegram to the Interstate Commerce Commission at Washington: "This Commission understands you are considering calling a hearing for St. Louis, May 10, on question of minimum weights on grain and grain products. This Commission has just concluded a public hearing on the question of recommending to you a revision of these minima, and in behalf of all interests present today, we beg to urge that said hearing for May 10 be called by you, at which both shippers and carriers of this state will be represented, and this Commission will be glad to appear and facilitate a full and clear presentation of the matter to you and withhold its recommendation until that time."—R

FILING OF SCHEDULES providing for the restoration of rates and charges, canceled during the period of Federal control, is ordered by the Interstate Commerce Commission, as follows: It is ordered, That all carriers be, and they are hereby, authorized to reestablish rates and charges canceled subsequent to June 24, 1918, solely upon the ground that such rates and charges were obsolete, where it is found that traffic is offered or notice is received that it is about to be offered, in such volume as to warrant said reestablishment, such rates being in most cases identified by the following notation or one of similar tenor: "These rates (subject to any general advance or reduction made in the meantime) to be restored by publication should any movement hereafter develop within one year of date of cancellation," provided that such reduced rates or charges shall in no instance be higher or lower than the rates or charges in force on the date of such cancellation; and that the changes herein authorized being approved without formal hearing, such approval shall not affect any subsequent proceeding relative hereto; and provided further that as to in-

trastate rates and charges, this order shall not be deemed to exempt said carriers from the requirements of any state law, rule or regulation.

UNREASONABLE AND UNDULY discriminatory demurrage charges was the cause of a complaint filed with the Interstate Commerce Commission by Trantum & Danzer against the N. Y., P. & N. R. R. in July, 1918. Trantum & Danzer shipped 19 cars of lumber late in 1917 and early in 1918 from points in North Carolina and South Carolina to Cape Charles, Va. Shipments were diverted or redesignated to points in New York and New Jersey which were under embargo at the time. The railroads assessed demurrage for the time shipments were held at Cape Charles awaiting permit for forwarding. Rules provided demurrage on cars held by consignors or consignees for loading, for forwarding directions or for any other purpose. At the time cars were held there was no provision in the carrier's tariffs stating that reconsignment to embargoed area was illegal. The I. C. C. said in part, "we find the collection of so much of the demurrage charges in issue as were assessed for the detention of the cars at Cape Charles after the reconsignment orders were received by the defendant was illegal; that the complainant made the shipments as described and paid and bore the charges herein found to have been illegal; and that Trantum & Danzer, Incorporated, or its lawful successor in interest, is entitled to reparation, with interest."

THE BRITISH ROYAL COMMISSION'S stocks of maize loading, loaded, or on passage, are approximately 230,000 tons for the United Kingdom, divided as follows: Ireland, 75,000 tons; London and Ipswich, 54,000 tons; Hull, 18,000 tons; Liverpool and Manchester, 40,000 tons; Bristol Channel, 30,000 tons; Scotland, 13,000 tons; according to the report of D. R. Macphail, Assistant Director of Contracts.

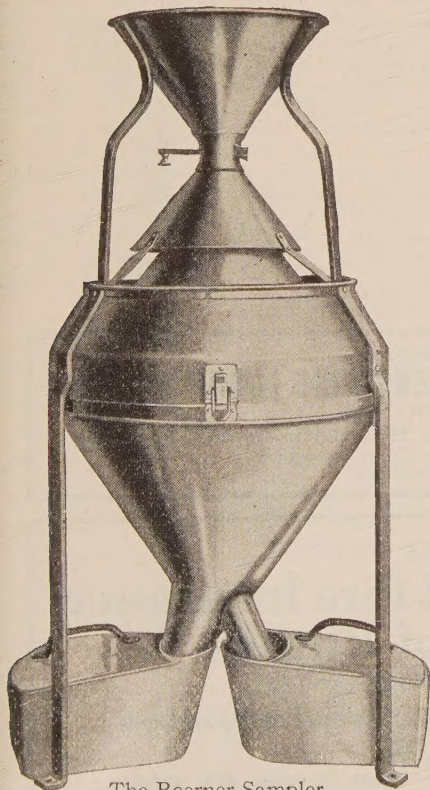
GUY M. FREER, executive sec'y of the National Industrial Traffic Ass'n passed away Thursday, May 6, at his home in Chicago after one day's illness with pneumonia. His remains were taken to his former home in Cincinnati and interned at Spring Grove Cemetery. Officers and members of the Industrial Traffic League acted as pallbearers. Mr. Freer was president of this Ass'n from 1915 to 1919. He is survived by a widow and two children.

Books Received

TWO YEARS OF FAULTY TAXATION and the Results is a 52 page booklet full of convincing facts, figures and arguments convicting the present income, excess profits and inheritance tax laws with being directly responsible for the present h. c. l. It is the last word on the vicious features of our present system of taxation. Otto H. Kahn, a New York student of economics, is the able author of this splendid treatise. He writes upon excess profits tax, "It puts a fine on energy, enterprise and efficiency. It leaves untouched the man of wealth who neither works nor takes the risks and responsibilities of business, but merely collects his coupons. It is bound to operate unfairly, freakishly and unevenly, and greatly enhance the cost of things."

In dealing with the income tax he writes, "Increased production is one of the crying needs of the hour. But increased production necessarily means the use of increased capital. It means that the business man must have an adequate surplus at the end of the year in order to perfect his plant, to enlarge his operations, etc. Where is he to find that surplus if taxes are so heavy that but little is left to him after meeting his own and his family's expenses? How is he to obtain that capital unless by the dangerous expedient of constant and heavy borrowing, which, moreover, he will not always find possible?"

"We have had a two years' test now of a scheme of taxation which is unscientific, inconsistent and ill-designed. The result is writ large in the high cost of living, industrial and economic dislocation, and social discontent—for all of which our taxation policy is a strongly contributory, tho, of course, not the sole, cause."



The Boerner Sampler for splitting grain samples. As specified by Department of Agriculture..\$49.50 net.

Brown-Duvel Moisture Testers, also, and all other apparatus for sampling and grading grain. Illustrated Booklet free.

HESS DRIERS

for grain and seed

There never was a planting season, starting so cold—so wet—and so late, that didn't make the use of Hess Grain Driers imperative, and profitable.

A Warning—

Shortage of steel—shortage of men—shortage of cars—all conspire to make deliveries late and uncertain—

Therefore order your Hess Drier early, and be ready.

Hess Warming & Ventilating Co.
910 Tacoma Building
Chicago

Patents Granted

1,337,635. Scale-Lever. Charles E. Bird, Minneapolis, Minn. This is a knife edge scale pivot with a cylindrical portion, with a wedge-shaped portion. At the base of this wedge-shaped portion are shoulders.

1,338,126. Sack-Holder. Erick Erickson, Minneapolis, Minn. This holder consists of a supported standard, a shelf adjustably secured to the standard, having notches in a segmental portion of the shelf, a bell crank lever pivotally mounted on the shelf, a flexible band with hooks which are secured at one end to the shelf and at the other end to one end of the bell crank lever, the handle being adapted to engage the notches.

1,338,538. Automatic Weighing-Machine. William H. Vickers and Charles E. Hancock, Liberal, Kan. The form of this weighing-machine is a base having a casing mounted thereon. The casing is provided with sight openings upon opposite sides, shafts revolvably mounted in the casing, and a pair of dials fixed on the shaft opposite the sight openings having numerals designating pounds arranged reverse to one another. The dials have cam-shaped weights and a tape wound around the shaft extending out thru said casing having connection with the scale beam.

14,841, reissue. Conveyor. George Bernert, Milwaukee, Wis. This is a device for preventing the clogging of the air-pressure space of a pneumatic grain conveyor by the material introduced therein to be conveyed. It consists of the combination with a casing, a blower fan therein and a trunk extending from the casing and inclosing an air-pressure space in conjunction therewith. A pocket is provided having free communication with the space to receive grain tending to accumulate in the pressure space, the mouth of the pocket being entirely open, provided with an inclosed extension in communication therewith, and a movable closure for the outer end of the pocket extension.

1,338,514. Grain Elevator. John B. Majerus, Bellechester, Minn. This portable grain elevator has a body of hopper form adapted to re-

ceive the grain to be elevated. Extending forwardly from this body is an elevator trunk. Associated with the body and the trunk is an endless conveyor to carry grain forwardly in the trunk to the forward end, this conveyor having the return run at the top surface of the trunk at the approximate center thereof, so that the top of the trunk forms a table at each side of the conveyor. Over the conveyor is a shield which constitutes part of the hopper structure, this shield being spaced from the rear wall of the hopper a distance to form therewith a throat leading behind the rear end of the conveyor, and furthermore extending beyond the front end of the hopper body and partially over the conveyor and table.

Underwriters' Grain Ass'n to Continue

A resolution advising the discontinuance of the Underwriters' Grain Ass'n was voted down by the Chicago Local Agents Club, recently. It was believed by some that with the war emergency over the Ass'n was no longer necessary.

Opposed also to the discontinuance of the Ass'n was the Terminal Elevator Grain Mens Ass'n.

The Underwriters Grain Ass'n, formed in August 1918, is an ass'n of over 200 fire insurance companies, many of which never made a practice of insuring terminal elevators. When grain values attained high figures in 1918 the companies accepting terminal elevator risks were unable to provide the volume needed by the elevator men. Thru the plan of the Ass'n liabilities are assumed by all members.

Since its organization many insurance companies that never before wrote terminal elevator insurance are now in this ass'n. It has broadened the insurance facilities of the terminal grain man. All terminal elevator insurance taken out by members is written thru the Ass'n. It is doubtful if insurance of grains at their present prices could be handled without the work of this organization.

The Underwriters Grain Ass'n is only in business from year to year starting from August 1. Realizing the service they have rendered, the members of the Ass'n have decided to continue operation for the year beginning August 1, 1920.

FRANK KELL of Wichita Falls, Tex., was chosen as a director of the Millers Mutual Fire Insurance Co. He will fill the post made vacant by the death of W. L. Shellabarger of Decatur, Ill.

A FIRE INSURANCE company can do no more than to point out the hazards in a plant that are liable to cause fire. After that it is the duty of the assured to see that that these hazards are eliminated or safeguarded.—Our Paper.

Insurance Notes.

A LARGE elevator and mill insurance company reports a considerable number of fires started by the overheating of gasoline engine exhausts.

THE RECENT strike of firemen in Cincinnati showed how fires can be prevented by precaution. On account of the strike everyone was trying to prevent fire. During the eight days of strike there were only 25 fires with an average loss of \$14.29 per fire, compared with an average loss per fire for the year of \$382.

AN AUTO truck with a leaking gasket will spill considerable oil over the surface of the driveway. If the driveway becomes saturated the backfire from a motor is enough to start a small fire. With the wind in the right direction this could start the entire elevator. For different methods of extinguishing driveway fires see report of meeting of Fire Prevention Ass'n published elsewhere in this number.

Doing Away with Fuse Explosions.

The blowing out of a fuse may be well enough in the front end of the electric street car but is anything but welcome in the sometimes dusty precincts of a grain elevator. The dust explosion hazard is too great.

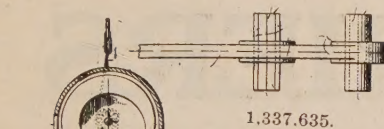
A short circuit unavoidably generates extreme heat, with a rapid gas expansion that will rip the cover completely off a fuse box and perhaps set fire to some articles nearby.

All this can be avoided by packing the fuse with a powder which confines and smothers the fierce heat of the arc, not only in the case of an overload, but especially in the event of a short circuit. All this is accomplished by the vented, National Renewable Fuse.

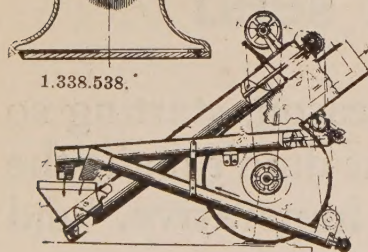
The small vent holes are located at the ends of the renewable cartridge as well as at the ends of the holder.

By the time the flame is extinguished by the powder, and the hot gases have passed thru the asbestos packing at the end of the cartridge, they are sufficiently cooled, so that when they pass thru the vent holes, they cannot cause any fire. The enormous pressure of the gases caused by a short circuit is said to be too great for any fuse case to withstand, without gas vents. The gases must escape. That is the reason for the vent holes.

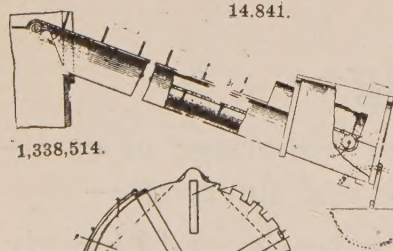
Besides these important features the metal ends of the holder are riveted to the fibre body of the holder. It is claimed that if the surface of the fibre tubing, either inside or outside, is machined or threaded, this tubing is weakened approximately 50%, and the full strength of the tubing can only be maintained by using it as it is manufactured. This gives this fuse all the more strength as the full thickness of the fibre holder is used, instead of partial thickness.



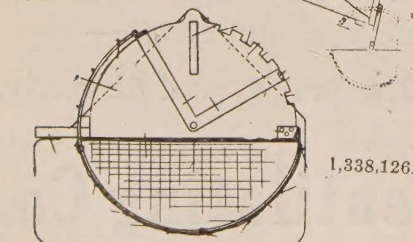
1,337,635.



1,338,538.



14,841.



1,338,514.

1,338,126.

Organized 1902 TRI-STATE MUTUAL GRAIN DEALERS FIRE INSURANCE CO LIVERNE, MINN.

Average Premium Return for 16 Years, 50% of the Deposit Premium.

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E. H. MORELAND, Secretary

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Don't complete your elevator and then ask for a rate. Make your rate first. Our pamphlet "Build to Get the Lowest Insurance Cost" gives the main items that make your rate. Send for copy.

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THE RECORDS

OF THE

Flour Mill and Grain Elevator Mutual Insurance Companies

show that 80% of all fires in Mills and Elevators start in elevators. The installation of an automatic feeding device which will positively prevent an elevator choking from over-feeding and an automatic relief which will prevent an elevator choking from bin getting full or spout choking, will annually save millions of dollars in fire loss and add at least 50% to efficiency of any stand of grain elevators. These devices are perfected and are available for mill and elevator owners, are very inexpensive and absolutely practical. Full particulars will be furnished, free of charge, by this office, on request.

Mutual Fire Prevention Bureau
OXFORD, MICHIGAN

Y your cost

for your fire insurance is governed largely by the way you construct your buildings, and install your equipment.

You can easily, at no extra cost, secure the coöperation of men trained to give expert service along insurance and construction lines to the owners of mills and elevators. Get in touch with this service before you pass plans for new buildings or remodeling.



Hartford Fire Insurance Company

Mill and Elevator Dept.

H. W. Donnan, Supt.

39 So. La Salle St.

CHICAGO

Another Case of Efficiency

"WITH reference to the efficiency of Link-Belt Silent Chain Drives:—the writer in 30 years' experience with all different types of drives—belting, cable, rope, spur gearing, etc., must say that the *Link-Belt Silent Chain Drive is absolutely the most efficient in any capacity of service.*"

This statement by Mr. O. J. Knoebel is based on the satisfactory performance of Link-Belt Silent Chain Drives in the Grain Elevators operated by their Company. Mr. Knoebel continues as follows:

"Have 6 Silent Chain Drives in our Elevator "E" in Milwaukee, running from 8 to 10 hours each per day the last three years, and have had no upkeep expense on any of the drives outside of about 10 gallons of Chain Lubricating Oil, and a few hours' time adjustment by our millwright.

"At our Standard Elevator at Hammond, Ind., we replaced a spur gear drive on 75 H. P. motor with your Silent Chain Drive, for the following reasons:

"Spur gear drive was installed because same was a little cheaper,

ran for a very short time and gear flew to pieces and wrecked our 75 H. P. motor, which cost us \$300.00 to repair and three weeks' loss of time to replace.

"Since installing your Silent Chain Drive this motor was in constant use for 22 hours each day for the first five months, with about 80% load, and for the last 12 months has been in constant use from 8 to 12 hours each day. This Drive in 18 months' constant service has not caused us one minute's delay, and apparently shows but little wear, as we run same in an oil bath and dust-tight casing."

If you want satisfactory, efficient, reliable power transmission in your mill or factory, get in touch with Link-Belt Power Transmission Engineers.

The unrivaled record of efficient performance of Link-Belt Silent Chain Drives will convince you that you should use them on your important drives.

LINK-BELT COMPANY

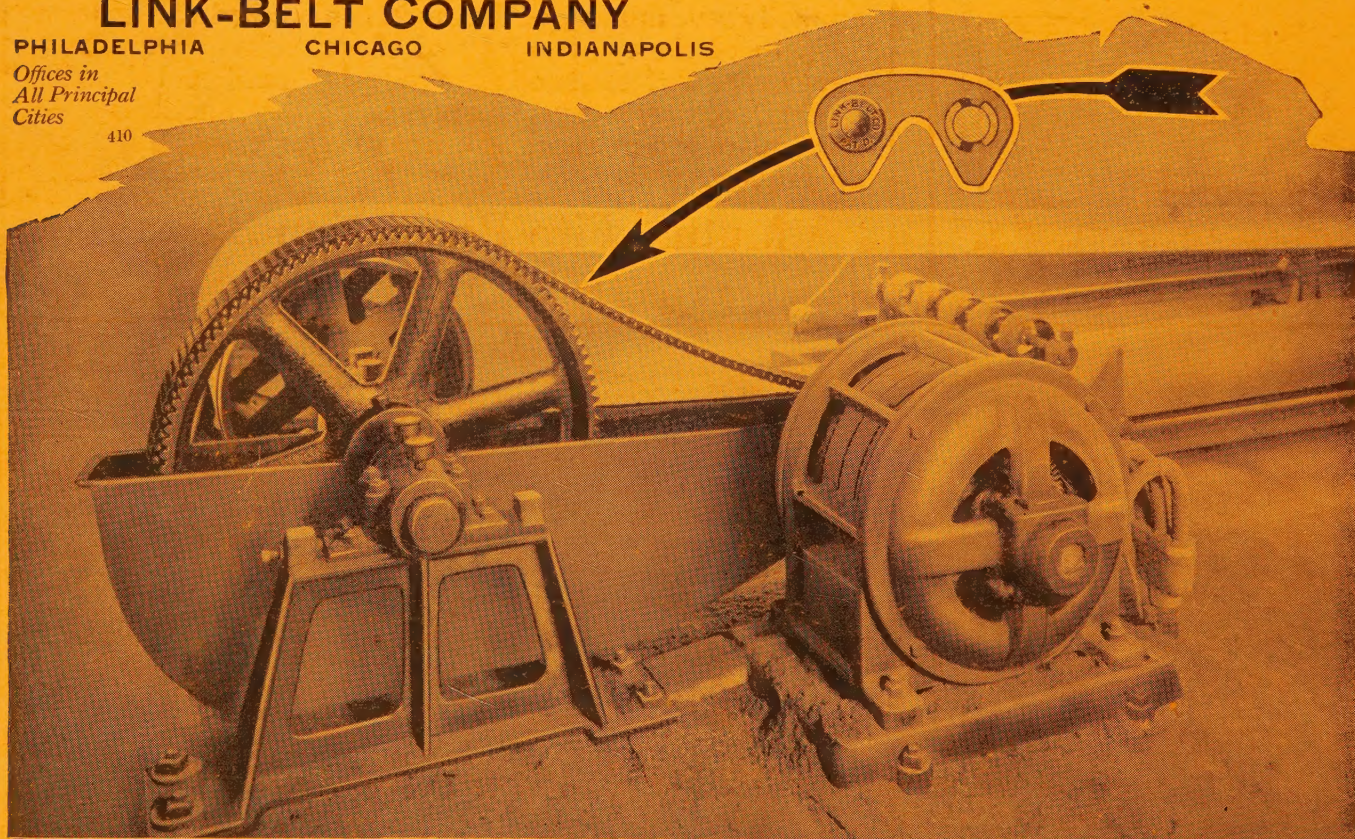
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LINK-BELT

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We Also Make

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